

TAXPAYERS ASSEMBLE TO FILE FORMAL PROTEST AGAINST THE HIGH TAXES

THREE HUNDRED GATHERED AT
COURT HOUSE THIS AFTER-
NOON VOICE SENTI-
MENTS.

ENTHUSIASM IS SHOWN

Strong Resolutions Adopted—Letter
From Hoard Read—Organization
on Non-partisan Basis Is Per-
fected—John. Paul,
Chairman.

Tax payers of Rock county to the number of some three hundred, assembled at the court house this afternoon at one o'clock to discuss the question of taxation. Ninety per cent of the men present were from the farming districts with a fair sprinkling from Edgerton, Evansville, Beloit and Janesville, but the men whose pocket books have been directly affected by the recent increase in the tax rate and they were there to voice their formal protest and they did.

C. D. Brace called the meeting to order. The formal call of the meeting was read, John Paul of Milton, a prominent democrat, former chairman of the county board, was elected chairman and A. M. Church, chosen secretary. Then came the discussions, the reading of the strong resolutions prepared, the drastic letter from former Governor Hoard of Ft. Atkinson, who could not be present but sent a letter urging cooperation of the town of Beloit that the organization be known as the tax payers' league of Rock county. Addresses by Charles Pierce and Hon. T. C. Richmond of Madison, who had been invited to the meeting. It was a most interesting gathering, non-partisan in every respect, a formal protest by the citizens as tax payers and can have its weight on the state at large. Following the preliminaries of calling the meeting to order, Marcus Kellogg of the town of Beloit, moved that a Rock County Taxpayers' League be organized, similar to the one in other counties, which was unanimously carried by the convention.

Wilson Lane moved that the chairman appoint a representative from each ward and from the county at large to attend special conferences in the various precincts. Mr. Lane's idea was that caucuses be held on the floor of the convention so that the members of the county committee might be announced before the close of the meeting.

Charles Pierce, who was called for, announced that he secured Mr. Richmond of Madison to address the meeting on "High Taxation, Causes and Remedies." Mr. Pierce then went on and had been changed from local self government to one largely controlled by commissions and boards.

"These commissions," said Mr. Pierce, "are made up of university men. Now to show the immense increase in state expenditure, let me call your attention to some figures which have been compiled by some of these commissioners themselves. The increase in expenditures from 1890 to 1910 in the last ten years while the population has increased but 12 per cent."

"Now the trouble with our government has been that the members of the state commission have been the state are theoretical experts who have not one iota of practical knowledge. Now what are we going to do with these commissions. We must offer some sort of remedy. The state commission has published and its duties performed by three state officers at the salaries they are now getting. I would limit the railroad commission to \$25,000 which I believe is \$15,000 too much."

"With regard to the state university, Mr. Pierce charged that the present management is really an enemy to the university itself and the cause of education. He called attention to the fact that in the last decade and charged that the instructors and professors were drawing salaries from the state for other purposes than teaching and instructing."

"There is one employee of the university for every three students," said Pierce, "and on its present basis the students are getting a wrong idea of life. It is time a halt was called."

Mr. Pierce pointed out the cost of the monthly payroll of the university, amounting in all to \$149,000. He read some of the amounts including Dr. McCarthy's salary of \$375. The legislative reference library is another source of expense with a monthly payroll of \$22,000.

"You men have just one remedy, and that is that in each assembly and senatorial district the citizens band together to support men of force, individuality and high character. He must do it in his public duty and it is your duty to vote for such men who will not be bound around the fingers of theorists, but who will stand for economy and business like administration."

In the early days when it was "our servant, but now it is our master." "I believe in a true democracy and that every city and town has men who are capable of running their own affairs. The people of this state are superior has anything to do with the regulations of public utilities here in Janesville."

published broadcast that you contribute but 22 cents a year to the cost of commissions. You are told the railroads, the insurance companies pay the taxes. Are the people of Wisconsin paupers? Aren't the people of Illinois paupers? Aren't the people of Illinois paupers? Farmers in northern Illinois pay one-half the taxes of their Wisconsin neighbors. I would get this folly out of your minds that the railroads are paying the state expenses. We are paying our own taxes and if we don't we ought to be ashamed of ourselves.

"Now let me say something about the tax commission which was originally favored. That commission now costs \$180,000 a year against \$20,000 when it was organized. There is something better than property, bond, stock and mortgage and that is your own self respect. The state of Wisconsin has come to every part of the state and it says, 'You are not capable of managing your public utilities; you are not capable of making your own assessments. They take not only your money, but power and even if your taxes are lower you ought to rebel.'"

"But they say we are doing things better. I would impress you of but one thing today that the most bungling democracy is far better than the most beneficent despotism which ever existed. Don't think that a party matter. A very small majority can hold office. The best thing you can get is good government. Have your government what it ought to be, have your own affairs will suffer. We let one-horse politicians run affairs; our best citizens won't serve; but now I say it is time for your best men to make a record."

"I'm going to tell you you don't know what's the matter. You must know the causes before you can subvert a remedy. When we appeared before a legislative committee on bills that were presented, we were told that the measure had been drawn by the legislative reference library, the state commission, or the railroad commission and that they were going to recommend them."

"We are ruled in Wisconsin by a wide of commissions and a university. Your government will never be managed as it ought to be. The people do not give their entire time to the work. This power of the commission and the university, do you want to do? Will you do it if you go to do? What we want to do in the fall of 1914 is to elect a repeal legislature."

"Applause." That's what you want. What we want is to elect a repeal legislature. Bills are drawn by the commissions. The average legislator don't know how to write bills; so these commissions do draw bills. What was the result? There were passed some 775 acts and ordinances. It was all done by these commissions. There isn't a lawyer who can advise you competently on your business because of the way in which the laws are made."

"Will you men of Rock county do something that will be heard all over Wisconsin. This state is waiting to hear from Rock county. Will you men of Rock county do something that will bring true to this cause of economy and anti-extravagance?"

"I am sorry there are so many men out for office. I know you men in this assembly, as well as the better candidates. I know that your protests are received at my home city as 'barbaric yowp,' but I would say to you that there are more barbarous in Wisconsin than there ever was before."

Charles E. Pierce then offered a set of resolutions as follows: Whereas, as a result of legislation enacted and commissions established in Wisconsin within the past decade local self-government has been practically destroyed, and the people have been deprived of the right and privilege of managing, controlling and directing their own business affairs; and

Whereas, as a result of the commission system of government by the state we are afflicted with a swarm of state commissions, appointed and salaried whose duties seem to be to annoy and irritate business men, to interfere offensively and unnecessarily in the management of private business and the conduct of local public affairs; and

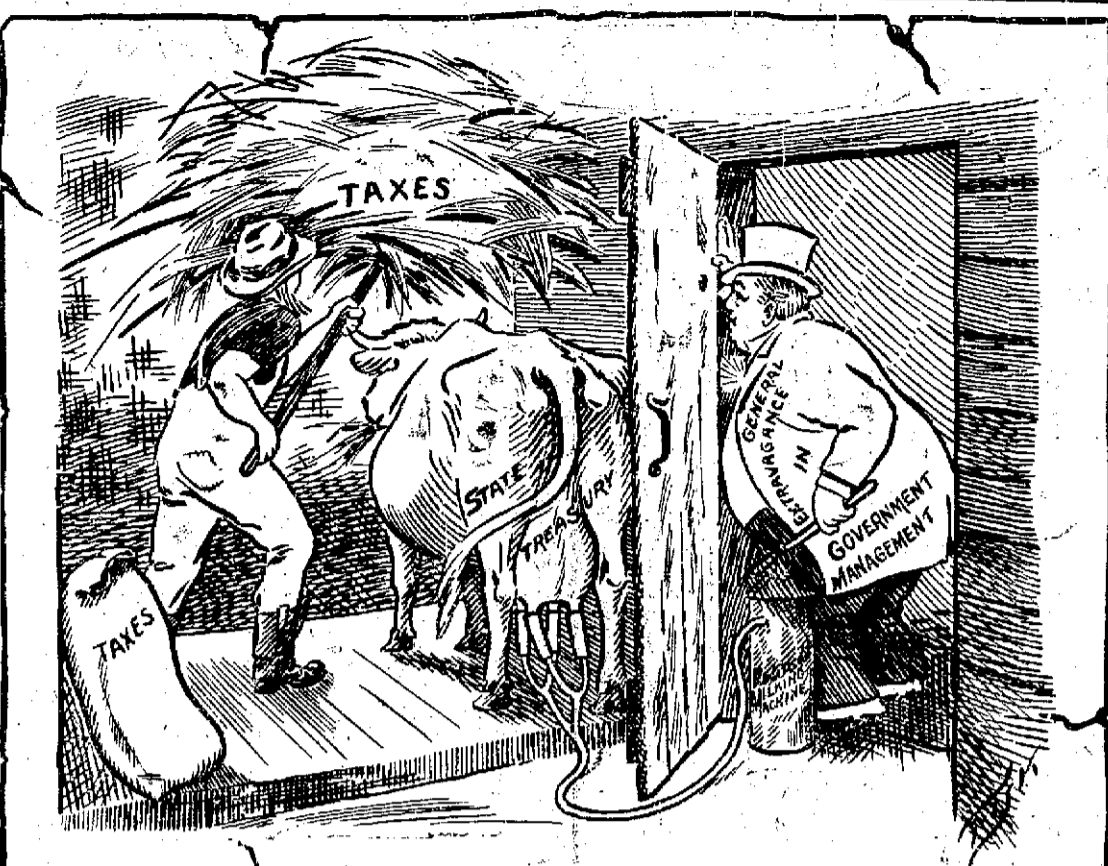
Whereas, such commission system of government has developed into a tyrannical, over-bearing and expensive bureaucracy foreign to our American character of self-government and incompatible with proper individual freedom; and

Whereas, systems and methods of taxation have been established and adopted that have greatly increased the burden of the financial burden of the state and tend to depreciate the value of property, to discourage enterprise and industry and encourage thriftlessness and waste; and

Whereas, it is not only the right but the duty of the people to control and manage their own affairs, to oppose tyrannical laws, to prevent extravagance and waste, to resist undue interference in their business and private affairs, to elect representatives by officials in whose election and appointment they have nothing to say or do;

Now, Therefore, Be It Resolved, that it is the duty of every patriotic citizen to start a party of non-partisan affiliation, to unite in restoring true democracy in Wisconsin, to strenuously oppose the establishment of any new commissions, to abolish those commissions which experience has shown to be useless to limit and restrain the powers of the remaining commissions, that they shall be the servant of the people and not their masters, to prevent waste and extravagance in the administration of the people of all unnecessary offices and expenses.

It is Further Resolved, that the enormous taxes with which our people are burdened are the result of mismanagement of past party administration and that the legislature regardless of party will so change our system of government and the expenses thereof and the methods of taxation, as will relieve our people from all unnecessary financial burdens and rid us of the Russian system of espionage



Farmer: "She's taking lots of feed somehow, and where does it all go?"

Snake Bite Fatal; Martyr to Science

Australian Scientist Submits to Bite of Poisonous Reptile to Prove Efficacy of His Cure.

Calcutta, India, Feb. 28.—Dr. Frederick Fox, an Australian scientist who devoted his life to the treatment of snake bites, died today as the result of a bite from a snake which he was using for experimental purposes.

Dr. Fox fell a victim while he was attempting to prove the efficacy of what he claimed was a sure antidote to the virus of the snake. He had just finished treating a goat which had been bitten and had succeeded in saving his life when he was attacked by a Krait. This snake, which is peculiar to British India, is a very venomous reptile, possessing grooved fangs and solid upper teeth behind them. During the attack on the doctor the snake inflicted five punctures.

The doctor, who had often voluntarily submitted to snake bites in order to demonstrate the efficacy of his cure, smilingly incised four of the punctures, but the fifth escaped his notice. Later in the day symptoms of poisoning developed. The antidote made by Dr. Fox was used, but it was too late and Dr. Fox succumbed to the list of martyrs to science.

VICE BOARD GIVES REPORT IN BOSTON

Declares Financial Gain in Vice Makes Problem Hardest One to Solve.

Boston, Feb. 28.—The financial profit of the business of prostitution is the principal reason for its existence. No other form of criminal offense so flagrant and open and so harmful to the community would be tolerated in this state.

These declarations are made in the report submitted to the legislature today by a commission appointed last year which has conducted a detailed investigation in seventy-nine Massachusetts cities and towns.

The report says that millions of dollars are invested in establishments utilized for immoral purposes and that "prostitution in all its ramifications constitute a vast business, extending all over the state."

The report emphasizes the dangers of unregulated lodging houses, public dance halls, and recreation parks.

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Fallen Girls Ask Aid of Crusaders

Inmates of St. Louis Vice District Appeal to Reformers Who Are Responsible for Closing.

St. Louis, Feb. 28.—A number of girls from the segregated vice district, which is to be closed by the police here tonight, paid a second visit last night to Mrs. F. H. Ingalls and Mrs. Helen Fox, leaders of the purity crusade, and begged for a place to eat and sleep after the closing of the district.

The following letter is a sample of the many received by the crusaders since it became evident that the police would enforce the order:

"The only thing the unfortunate women who have had when they were called at your mansion, should have been to repeat the days of Marie Antoinette and drag you to a guillotine and taken off your head that has brought so many lives here."

"We are human beings and we bend our knees ask God to curse you with sickness, sorrow and death and that you may find your place in hell where you cannot do anyone harm."

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AMERICAN CROSSES MOUNTAIN IN AUTO

Princeton, Football Player Drives American Built Machine Across Andes Range.

Washington, Feb. 28.—An American built automobile, driven by Johnson Martin of Glen Ridge, N. J., a Princeton football player, has today succeeded in crossing the Andes, thus achieving a victory for which automobiles of a number of foreign makes have been striving for the last five years or more.

The Panama American Union announced Martin's arrival in San Diego, Chile from Buenos Ayres, Argentina.

A number of attempts to cross the Andes in automobiles have failed. Martin crossed the backbone of the South American continent at a height of more than 13,000 feet through the famous Uspallata pass.

COMMISSION MAKES NEW RATE CHANGES

Washington, Feb. 28.—An order was issued today by the interstate commerce commission permitting common carriers to make ordinary changes in rates pending action upon applications for relief from the operation of the long and short haul provision of the law.

Specific regulations for the making of such changes are prescribed by the commission and they must be made with the understanding that the commission does not give necessarily its approval of them. They may be attacked by shippers and may be changed by the commission.

WISCONSIN "CARDINAL" INCORPORATED TODAY AS NON-STOCK COMPANY

Madison, Feb. 28.—The Daily Cardinal Company, which publishes a university newspaper here, incorporated today as a non-stock company. Signatories of the articles of incorporation are Charles T. Anderson, Irvin W. White, Francis L. Brewer, Arthur H. Brayton and Gilbert Lacher.

IS HOPEFUL ON WAY TO DEATH CHAMBER

Little Valley, New York, Woman Convicted of Murdering Husband Still Hopes for Release.

Little Valley, N. Y., Feb. 28.—Mrs. Bufum, convicted for the murder in the first degree last night for poisoning her husband and sentenced to die in the electric chair in April, was awakened by Sheriff Delpsey, while she was in the prison, at 6 o'clock her five sons were brought into the cell to see her. None but little Francis, 13 years old, showed any grief at parting. At 7 o'clock Mrs. Bufum was started in her trip to the death house at Auburn prison.

All during the night the little pale faced, sullen woman had been carefully guarded in her cell to prevent her from attempting suicide, but her nerves remained unbroken. She relies on the encouragement from her counsel, Patrick F. Collins, who told her last night after she had been sentenced, "Don't worry now. Keep quiet and wait for the morning. You will never die in the electric chair."

Collins will ask the court of appeals to order a new trial. The trial of Ernest Frahm, Mrs. Bufum's alleged accomplice in the murder, will begin in a few days.

AVERS THAT DEWEY MADE A WAR THREAT

Admiral Delttrichs Replies to American Officers Regarding Quarrel at Manila Bay.

Berlin, Feb. 28.—Admiral Von Delttrichs replied in print today to the statement made by Admiral Dewey regarding the exciting incident between the American and German naval commanders in Manila Bay during the Spanish-American war.

The reply is published in the official marine Rundschau and is spread over 11,000 copies. It contains the report of the visit made to Admiral Dewey on July 10, 1898, by the then flag lieutenant Von Hintz, who is now German minister to Mexico. It is evident from this report that the Americans threatened the Germans with war if they did not cease their interference with the blockade regulations and if they refused to permit the Americans to make the inquiries necessary to establish the identity of neutral warships. Von Delttrichs says:

CELEBRATE PURCHASE OF ZION PROPERTY

Finds Steps of Tabernacle Drenched With Tobacco and Tar, Where Sides Had Clashed.

Zion City, Ill., Feb. 28.—Bells rang, and whistles blew at hourly intervals today in Zion City in celebration of the anniversary of the purchase of the Zion City estate from the federal receivers three years ago.

The report emphasizes the dangers of unregulated lodging houses, public dance halls, and recreation parks.

ARE FIGHTING WILL OF SPARTA SUICIDE

Heirs Suing to Break Will of Sparta Man Who Murdered Wife and Committed Suicide.

Sparta, Feb. 28.—The Hogue will case involving the murder of Mrs. William Hogue and Mrs. Guy Wilson by William Hogue and Hogue's suicide, is slated for trial at the term of circuit court beginning here on Monday next. Hogue last year killed his wife and daughter, Mrs. Wilson, and then himself, besides inflicting serious wounds on his son-in-law, Guy Wilson, following a family dispute over property.

Before he committed the act he made a will dividing his property to another daughter, Mrs. Grace Phillips. The son and son-in-law are now suing the surviving daughter for a large share in the property. Property worth \$50,000 is at stake.

SAYS ECONOMIC CONDITIONS MAKE DOCTORS INEFFICIENT

Boston, Feb. 28.—"The pathos of medicine is that most physicians have to take a gambler's chance and rush from one patient to another without giving full attention to any in the hope of being able to eke out an income," said Dr. J. P. Warburton, chief of the German hospital of Brooklyn before the Economic Club today.

"Physicians are more concerned with getting a living than anything else. The necessity of making the living results in the splitting of fees in unscientific and poorly paid labor and in quickness by the physician is driven to this by economic conditions."

MISSIONARY HAS A PLAN TO CHECK IMMIGRATION

New York, Feb. 28.—Dr. Sidney L. Gulick, a veteran missionary who recently laid before the United States government a radical plan for solving the immigration problem, spoke here today before the league for political education. His suggestion is that immigration be limited to 5 per cent annually of the members of each race already naturalized in the United States with their American born children.

This radical plan, he points out, would permit the entrance of all who might come from North Europe and cut down immigration from south and east Europe and allow only slight immigration from Asia.

PROMISES REPORT ON HANGING OF VERGARA

WASHINGTON AUTHORITIES ORDER CONSUL TO INVESTIGATE EXECUTION.

WILL EXAMINE CORPSE

Representatives of England and United States Will View Body of Executed Englishman.

Washington, Feb. 28.—Officials here discussed with much interest today the report of Captain Sanders of the Texas rangers saying Clemente Vergara, an American citizen, reported hanged, really had been kidnapped and shot by Huerta's federales.

While Consul Garrett had been ordered to make a report on the matter and vigorous representations demanding reparation had been made, to the Huerta government at Mexico City, there was little official information today on the Vergara killing which naturally has served the Washington government just as much as the recent execution of William S. Benton, a British subject at Juarez.

PROMISES REPORT

Charge Officially Reported Today that he had made representation concerning Vergara's death, and that the Huerta government had promised a full and detailed explanation of the killing.

The charge did not refer in its dispatches to the memorandum published yesterday asking the United States to revoke permission to the Constitutionalists to buy arms in the United States, as far there is no official recognition by the Huerta government of the diplomatic exchanges with Washington.

Americans Unhopeful

Laredo, Tex., Feb. 28.—Americans along the Mexican border were not hopeful today that the slayers of Clemente Vergara, the Texas ranchman killed by Mexican federales, would be identified and punished by Provisional President Huerta's government. It was pointed out that the Mexican war department exercised little restraint over the isolated band of federal troops. While they took more hope from expected action by the division military chief, it always was remembered that Vergara already had been executed when General Alveraz, in good faith, it is believed, promised his release unharmed.

Friends and relatives of Vergara have started an inquiry into the killing in addition to investigation being conducted by the United States government and Texas authorities.

Start Benton Case

The inquiry in Benton case was planned to be in earnest today or tomorrow with the departure of a special train from Juarez for Chihuahua, furnished by Villa and Huerta, to take the American and the United States in Chihuahua. American Consul either will join the investigators.

Question Investigation

Opinion is divided here as to whether Benton's body, after being buried nearly two weeks in a tropical climate, would show whether his wounds were inflicted by a pistol or a firing squad. While no satisfactory answer has been made to the American government's request for the surrender of the body to the widow, that point will not be pressed until all the evidence of the medical examination is obtained.

Carranza to Aid

That General Carranza was rapidly getting into touch with the situation at Juarez and Chihuahua and would exert his influence to clear up the Benton case was the impression assailed when Mexico reached here today.

Officials had before them today Governor Colquhoun's telegram asking whether the United States recognized any constituted government in northern Mexico, and whom he could arrange for the extradition of those whose he believed responsible for the death of Vergara.

Will View Body

Washington, Feb. 27.—Consul Letcher telegraphed Secretary Bryan today that Villa would permit two American, two British representatives and two members of the family of William S. Benton to view the body in northern Mexico. It is assumed that the body is at Chihuahua City.

England Represented

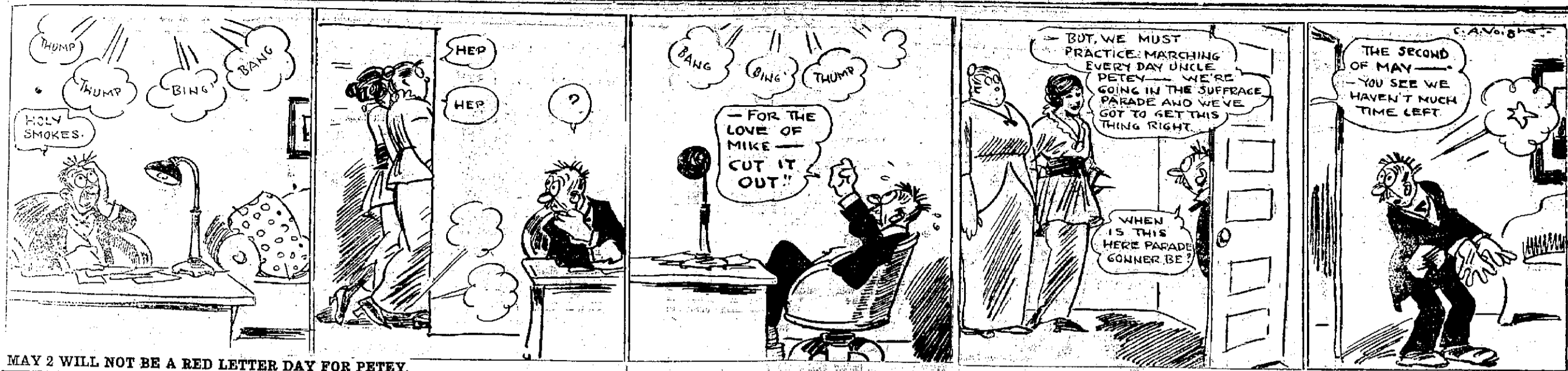
Nogales, Sonora, Mex., Feb. 28.—That England despite its recognition of Huerta's government made direct representation regarding the death at Juarez of William S. Benton, to General Carranza, head of the constitutionalist movement, was the point taken today by those who are in close touch with General Carranza. The constitutionalist chief himself maintained silence on the subject.

Works in Secret

El Paso, Feb. 28.—George C. Carruthers said today that he hoped to start for Chihuahua tonight. He will travel on a gasoline velocipede which is capable of running forty miles an hour. Carruthers is expected to remain in Chihuahua throughout the latter's southern campaign. Charles A. Perceval, British consul at Galveston, now here to investigate the killing of William S. Benton, continued his labors in secret today.

PERU PEOPLE FAVOR GENERAL ELECTION

Lima, Peru, Feb. 28.—Public sentiment throughout the republic appears to favor the holding of a general election for congress and a mass meeting has been called for Sunday in support of the proposal. Roberto E. Leguia, first vice president, who is on his way here from England, promises a government with national and conciliatory program according to dispatches published here today. He intends to assume the presidency in succession to the deposed President Billinghurst.



MAY 2 WILL NOT BE A RED LETTER DAY FOR PETEY.

Sport Snap Shots

Tommy Gavigan, middleweight, is returning to his native heath after an unprofitable season on the continental circuit. Gavigan, with a stable of several other fighters under the care of Dan McKetrick, sailed to Paris, hoping to cop off some easy change among the French boxing clubs. The prospect that was looked for, however, hardly appeared, and in fact Gavigan found it a struggle to make ends meet. Ill-luck and misfortune beset him on every side. Shortly before he decided to sail he had planned to meet Adrien Hogan in Paris, but the bout was postponed several times owing to Hogan's injured

become a fighter. But being known to be rather agile with his mitts he was matched in a prelim with another youngster and was to receive through with no great glory. In either side and afterward when Bob returned to his dressing room he discovered that \$8 left in his trousers pocket was no longer there. His first battle cost him an even dollar. And he was so mad over the thing that he determined to be a fighter for life and avenge his loss on whomever opposed him in the ring. The thought of that stolen dollar at his first fight of later lights put him in a rage that vented itself in his unlucky opponent.

Packey McFarland, who recently announced another retirement from the ring, claims to be the only original fighter who started his ring career as a result of a fight with a bully teamster. Many a fighter when asked to what he attributes his taking to boxing as a calling, tells a story of his youth when upon being person, he turned in a rag and beat three teamsters up dreadfully. Packey, however, swears that in his case such was absolutely the fact and he can prove it. He was working for a retail grocer in Chicago at the time the drivers who thought he could fight made it a point to pick on Packey. Packey, though only four-husky kid, and upon setting himself one day at his tormentor, sailed into him and after a hard little fracas jolly well trimmed the latter. Immediately Packey then took an interest in him and started him at a gym, where he was taught how boxing should be done and where he advanced rapidly.

When Bob Fitzsimmons fought his first battle years ago in Australia a little incident occurred that helped him a great deal in later battles. At that time Fitz was a lanky and awkward youngster in the blacksmith trade with no particular ambition to

BAPTISTS LOSE IN CRUCIAL CONTEST

Congregational Warriors Earn 15 to 14 Decision From Rivals.—Methodists Score Easy Win.

For the second time this season the Congregational church basketball quintet came out of a game on the top of a score which varied only one point. Last night in their contest with the Baptists, one of the league's strongest teams, they were returned victors by the final count, 15 to 14, in a sensational battle. Both teams were evenly matched throughout the struggle, and neither team gained an advantage until the last few moments. Wierick for the Congregationals was the stellar man, caging three baskets. Edwin Pond and Mark Jones played in the limelight for the Baptists. Capt. Badger was held to zero by Capt. Lee. The score follows:

Congregationals—W. Craig, 1; L. Wierick, 1; Brown, 1; Capt. Lee, 1; Taylor, 1; g. Baptists—Edwin Pond, 1; Capt. Badger, 1; Deane, 1; Jones, 1; Eller, 1; g. Drew, Jones and Dennett, 1; g.

Baskets—Wierick 3, Craig 2, Brown 1, Pond 2, Jones 2, Eller 1, Pond 3, Eller 1.

Attendance—200. Referee—Koch.

The Methodist quintet, considered as the coming league champion, took an easy victory from the Trinity Episcopalians last evening in the window 41 to 18. The Trinity boys are perhaps the weakest team in the league but have stated that they will remain in the league to keep up the interest. Dearborn was their star, by caging five baskets. His man, Beard, for the Methodists, scored the same number. Kavelage was exceptionally good on floor work. Capt. Paul Richards was the most brilliant player in the game. His flashes of form allowed him to cage seven baskets, while his man, Amerp, secured a victory. The lineup and score is as follows:

Methodists—Williams, 1; Rummage, 1; f. Capt. Richards, 1; Brown, 1; g. Beard, 1; g. Trinity—Dearborn, 1; Kavelage, 1; f. Amerp, 1; Hector, Williams, 1; Capt. Heath, 1; g.

Baskets—Richards 7, Williams 6, Beard 5, Rummage 2, Dearborn 5, Kavelage 4.

Free Throws—Rummage 1, Dearborn 1.

Referee—Koch. Scorer—Jean Brown. Attendance—200.

MILTON FIVE WINS FROM PEDAGOGUES

College Five From Neighboring Town Take Tight Victory From Whitewater Normals, 13 to 11.

[SPECIAL TO THE GAZETTE.] Milton, Feb. 28.—The Milton college varsity basketball five defeated the Whitewater Normal quintet yesterday afternoon at the college gymnasium after a closely contested battle, the final score standing 13 to 11. The normal five used the rough style of play in the first half, believing that they could capture an easy victory. Their hopes were shattered, however, when the Milton scoring machine got away with a number of baskets through good floor work.

The game at times looked like a football scrimmage rather than a basketball game. Johnson, the normals' center, was the first victim of the floor work, and was carried off the floor early in the first half. West,

BOWLING TOURNAMENT ENDS AT MILLER'S

When the noise of the city tournament at Miller's had died down after last night's bowling, the winners were finally decided for the doubles and individual events. Abraham and Rattery took the last in the two man team schedule with a score of 1050, with Neighbors and Hayes second with 1006. In the singles Neighbors wins first money, with 549. Cook second with 527. Eight bowlers in the doubles and three in the singles come in for the melon cutting.

Last night no high scores were made. Buchholz and Quinn rolling a total of 832, Miller and Pember, 755, in the doubles. In the singles none of the contestants touched their hundred score. Zeigler was the highest with a total of 335.

Last Night's Bowling. DOUBLES

Buchholz and Quinn 832
Miller and Pember 755

SINGLES

E. Reilly 323
Bobzien 356
Booth 382
Zeigler 395
Webber 351

Winners of Tourney. DOUBLES

Abraham and Rattery 1050
Neighbors and Hayes 1006
Lee and Neave 951
Pitche and Merrick 955

SINGLES

Neighbors 549
Cook 527
Newman 508
Pitche 505
Lee 493
Deborah 485
Mead 483
Pengra 483
Abraham 478
Kueck 478
Gardner 473
Dickerson 459
Buchholz 438

At the Smoke Shop. Dr. Thuerer increased his lead in the billiard tournament at the Smoke Shop on Friday by defeating Hinder and Hughes, with his steady and brilliant playing. Geall, playing as scratch man, defeated Rich in their string.

Friday's Matches. Thuerer (150) 150
Thuerer (150) 150
Hinder (138) 138
Hughes (110) 86
Geall (150) 150
Rich (125) 104

TINKER TAKES CHICAGO FEDERALS TRAINING IN TEXAS

[SPECIAL TO THE GAZETTE.] Chicago, Feb. 28.—Joe Tinker, manager of the Chicago Federal League baseball team, and for the first time since he was in the majors, is expected to leave today for Texas, with his players, for the early spring training camp. Anti-Murphy and Federal League supporters planned to give the Chicago "outlaws" a rousing send-off.

BASEBALL TO GAIN POPULAR Foothold IN FOREIGN LANDS

Visit of World Touring Baseball Nines Will Start Effort to Play the National Game.

[BY ASSOCIATED PRESS.] Paris, Feb. 28.—There are many indications that baseball will gain a real foothold in France than years ago. That visit of the New York and Chicago teams which are concluding their tour of the world will be followed by organized effort on the part of many of the French admirers of the American game to popularize it here.

One of the handicaps to the growth of baseball in France oddly has been the conservation of national resources. Open grounds favorably located are at a premium and land owners have been loath to cut down their trees to make room for diamonds. This prejudice is being overcome to some extent however.

The Racing Club of France, which already has a ball ground on its extensive property outside of Paris, is planning to lay out three more diamonds this spring. Arrangements have not yet developed to the leagues or association stage but games will be played between teams of the racing club and school boys, especially the American boys of the Latin quarter, and a number of games will be played at Etretat, Havre, and other French cities. The coincident development of the game in Spain is noted in a challenge from a nine in Barcelona which the racing club here has accepted.

Those in Paris who hope to see baseball interest increase here expect considerable assistance from the French army training school. Four members of the school have already undertaken to introduce and teach the game in the coming summer. These instructors have thoroughly studied all the rules of play and all the English terms which are used.

The pronunciation by the French youths is amusing to Americans especially as to "foul" which is termed "fool," and "fly" which they call "fea."

W. H. Burgess, one of the American players who is particularly interested in baseball and who acts as umpire at some of the games declares that sports generally have not made the same progress in France as in some other countries and he explains numerous causes.

Besides the difficulty of getting playing fields, he says "the hours of the French school boy are extraordinarily long. The average pupil is at his desk at 8 o'clock in the morning and is not released until 4 o'clock in the afternoon. The school boys' holiday here is Thursday instead of Saturday. Also when French children want to participate in a baseball game they are generally required to tell their parents the names of the children with whom they intend to play. It certain boys are not of equal station the parents refuse to allow them to play and this feeling of class tends to hinder the development of baseball among the youth. Nevertheless the progress the past season was exceedingly rapid and I look for a greater advancement in popularity the coming season."

The election of Count Elie de Roziere d'Avary as president of the Jockey Club is a triumph for the younger element in that stronghold of aristocracy. The older members had fixed their choice successively on the Duc de Lamoignon, Prince Murat, the Duke de la Rochefoucauld, and others but without effect. The young clubmen proposed the Duke de Doudeauville. The Count d'Avary was the candidate of a third section, an "outsider," but the younger element failing to elect their man on the first ballot, rallied round d'Avary and elected him.

The new president is the clubman to perfection. Being a widower, he spends the greater part of his day at the club. He will be a working president, always to be found at his post. Although only 50 years old, he has a flowing snow-white beard and is one of the oldest families of France.

WILL CLAMP DOWN LID ON REDLIGHT DISTRICTS IN ST. LOUIS TONIGHT

[SPECIAL TO THE GAZETTE.] St. Louis, Feb. 28.—All vice houses in St. Louis were to be closed tonight at midnight, according to the gradual elimination plan of the board of police commissioners, who started the movement to clear out the tenderloin early in the year. About 325 inmates were expected to be driven from the houses tonight.

The police began with clamping down the lid tonight on the selling of liquor in the tenderloin. Next came a schedule of "early closing," and forbidding music in the houses. The last big movement of the "gradual plan" was the forcing of the telephone companies to remove all telephones. The women have, in the majority of cases, gone to Chicago and other large cities.

FACES SHEBOYGAN CIRCUIT COURT FOR CRIMINAL SLANDER

[BY ASSOCIATED PRESS.] Sheboygan, Feb. 28.—Chester A. Fellon was bound over to the Sheboygan circuit court this morning to answer to the charge of criminal slander against the Rev. Dr. Donnelly of Black Creek, Outagamie county. Fellon offered no defense at the preliminary hearing.

NOTICE TO CREDITORS STATE OF WISCONSIN—In Probate.

Notice is hereby given that at a Regular term of the County Court to be held in and for said County at the Court House, in the City of Janesville, in said County, on the first Tuesday of September, A. D. 1914, being September first, 1914 at 9 o'clock a. m. the following matters will be heard, considered and adjusted:

All claims against Hans Hovelsen Joranelien, late of the town of Newark, in said County, deceased.

All claims must be presented for allowance to said Court, at the Court House in the City of Janesville, in said County, on or before the 28th day of August, A. D. 1914, or be barred.

Dated February 28th, 1914.

CHARLES L. FIFE, County Judge.

E. H. Peterson, attorney.

HIGHS TRIM MONROE SQUAD; EVANSVILLE PLAYS HERE TONIGHT

High School Aspirants Take Things Easy Throughout Conflict.—Final Score is 24 to 14.

The Janesville high school basketball squad trimmed the Monroe high school players last evening at the armory gymnasium in Monroe, by a 24 to 14 count. The team was minus the services of Rau, the new sensational sticking guard, who was taken sick yesterday, a few hours before the team left for the Green county against Evansville.

A preliminary game between the Monticello high school five and the Monroe H. S. seconds, resulted in a victory for the latter, 14 to 11.

Coach Curtis is now in better spirits, for he realizes that the team are in much better shape, with the exception of Rau's absence, than they have been all year. The short passes worked well last evening, and in team work the Bower City boys played the Monroe men off their feet. Considerable hard luck was experienced in basket shooting. The Monroe players were determined to hold down the score, and had the referee been strict, there would have been many more fouls called.

Hemming opened the scoring with a long shot, followed by a free throw. Voss scored first for Monroe, followed by Hemming with another basket. Hasse scored a free throw, and then Stickney got to work. The latter is credited with the winning basket in the first half. Janesville led at half time, 11 to 4.

Atwood starred in the second half, putting down 10 points. Stickney followed with a free throw, and then Stickney got to work. The latter is credited with the winning basket in the first half. Janesville led at half time, 11 to 4.

The lineup and score follows: Janesville—Atwood 11; Stewart 4; Stickney 11; Hemming 4; Voss 1; Monroe—Hemming 4; Hasse 3; Voss 1; Free throws—Hemming 2; Hasse 6; Referee—Russell, Plattville; Normal.

Timekeeper—M. Kennedy, Janesville. Scorer—Ames, Monroe.

Evansville Tonight. Tonight at eight o'clock the high school players will play their second contest of this week, in the high school gymnasium, against the Evansville high five. The men are in excellent condition, for their exertion last night at Monroe was not too much to tire them out. Rau will not play, and probably lightning Stickney as he is called, will take the former's place at guard. A preliminary contest will be played between the Congregational and Trinity church teams, both members of the new church league. The probable lineup for the Evansville game tonight will be: Capt. Hemming, C. Atwood, J. Stewart, A. R. Stickney, J. Dalton, R. Barnes, sub.

CLEARING HOUSE BANKS SHOW RESERVE APLENTY

[BY ASSOCIATED PRESS.] New York, Feb. 28.—The statement of the actual condition of clearing house banks and trust companies for the week five days, shows they hold \$26,775,800 reserve, an excess of legal requirements. This is a decrease of \$733,950 from last week.

Eastern Atmosphere. "I suppose there isn't a Turkish bath in connection with this hotel?" Inquired the very young grocery drummer, on his first trip to Boomburg. "There ain't been any feller along sellin' them as yet," replied the landlord of the Eagle Hotel. "but I kin furnish ye with a Turkish towel, a Turkish rug, Turkish cigarettes, an' a turkish dinner on Sunday."

Emersonian Philosophy. I find the gayest castles in the air that were ever piled far better for comfort and for use than the dungeons in the air that we daily dug and caverned out by grumbling, discontented people. A man should make life and nature happier to us, or he had better never been born.—Ralph Waldo Emerson.

Allen's Foot-Ease. The Antiseptic powder shaken into the shoes "The Standard Remedy for the feet for a quarter of a century. 30,000 testimonials. Sold Trade Mark everywhere, 25c. Sample FREE. Address: Allen S. O'Connell, Le Roy, N. Y. The Man who put the E. E. in F. E. E.

Bring in Your Bicycles Now and Have Them Overhauled for Spring.

We make a specialty of bicycle work and can put your wheel in shape for the coming season at a moderate cost.

See our display of new bicycles and bicycle accessories in our window.

PREMO BROS.

THE BICYCLE SHOP 21 No. Main Street.

THE BIG WALL PAPER STORE

SUTHERLAND & SONS

12 South Main Street.

LINK AND PIN

C. & N. W. R. R. Edward M. Hyzer, a former Janesville man, who has risen in the railroad world to the vice-presidency of the Chicago & Northwestern Railroad, was called upon recently to explain the reason for the issuance of bonds amounting to \$21,184,000 by that company. It is necessary for the commission to grant authority before the road can make such an issue.

Mr. Hyzer said: "Of the \$9,184,000 equipment trust certificates, \$4,000,000 are for mortgages that have been extended for the upkeep of the road; \$1,000,000 is to finish work already started. The remaining \$4,184,000 is for reimbursement."

"Two million dollars of the bond issue is for the betterment of the road, and \$10,000,000 will be used for refunding and as a fund for the use in the future."

C. & N. W. R. R. Engineer Gestland relieved Engineer Manning on the 306 to Dekalb this morning.

Engineer Blakewell and Fireman Burke came in on an extra from Belvidere this a. m.

Engineer Wilkins and Fireman Murphy were on the nine o'clock switch today.

Engineer Hull and Fireman Radtke took 513 to Elroy this morning.

Engineer Clark and Fireman Kitchson took number 23 to Road du Lac today.

Frank Hennessey has returned from Chicago where he attended a meeting of the "Safety First" committee.

Machinist Siebert, who has been on the sick list for a few days, has resumed his duties.

Engineer O'Brien and Fireman Watt were on the number 585 to Chicago this morning.

Engineer Armbruster and Fireman Martin took number 581 to Madison today.

C. M. & St. P. R. R. Engineer Daves and Fireman Day took double-headed number 373 this morning. Engineer Kober and Fireman Thurnwacher were on the regular run.

Engineer Harker and Fireman Hazlett took number 165 to Mineral Point today.

Engineer Ruble and Fireman Inman were on number 140 this morning.

Engineer Callahan and Fireman Drafaul were on the six o'clock switch.

Engineer Twitchell and Fireman Mackdon took number 330 to McGregor this morning.

Engineer Mackdon and Fireman Cavanaugh were on the Milwaukee passenger run this morning with train number 22.

Engineer Webber and Fireman Hummel were on an extra switch engine at seven o'clock this morning.

Engineer Falter and Fireman Fox took the regular seven o'clock switch today.

Engineer Wright and Fireman Siebert went on an extra switch at seven-fifteen this morning.

Engineer Ziel and Fireman Farby went out to Madison today.

Engineer Snively and Fireman Smith were on the Davis Junction passenger run this morning.

Longfellow's Popularity. Longfellow's demeanor was always courteous towards his students. Once during an uprising the students at Harvard exclaimed, "Let's hear Prof. Longfellow, for he always treats us like gentlemen."

Allen's Foot-Ease. The Antiseptic powder shaken into the shoes "The Standard Remedy for the feet for a quarter of a century. 30,000 testimonials. Sold Trade Mark everywhere, 25c. Sample FREE. Address: Allen S. O'Connell, Le Roy, N. Y. The Man who put the E. E. in F. E. E.

Bring in Your Bicycles Now and Have Them Overhauled for Spring.

We make a specialty of bicycle work and can put your wheel in shape for the coming season at a moderate cost.

See our display of new bicycles and bicycle accessories in our window.

PREMO BROS.

THE BICYCLE SHOP 21 No. Main Street.

Amusements

"EXCUSE ME." New York is laughing yet at "Excuse Me," the Rupert Hughes farce that ran for a full season and more at the Gaiety Theatre, a total run of nine months on Broadway. Say "Excuse Me" to anybody in New York and you'll send that person into peals of laughter. It doesn't matter for what reason you say "Excuse Me," it's always a laugh even when it's an apology, for the expression suggests the farce, and even a hint of the play produces howls of glee. Therefore, prepare for the laugh of your lives Monday night, March 2 at the Myers Opera House, for "Excuse Me" will be here then to show those who see it that they have more laughs in their system than ever they dreamed of. Nobody knows how many kinds of laughs and how much laughter the farce can give up until next year, for there'll be laughter at the very thought of "Excuse Me" for twelve months to come. It is a comedy on a railway train. All the action is on an Overland express running across the continent. The scenes are laid in the cars and the

NORTHWESTERN MUTUAL LIFE INSURANCE COMPANY PAYS OUT LARGE CHECK

[BY ASSOCIATED PRESS.] Madison, Feb. 28.—A payment of \$530,395.22 was made today by the Northwestern Mutual Life Insurance company of Milwaukee for its taxes for the year 1913.

The payment was made under the same protest as made by the company last year, it being claimed that the law is unconstitutional. The company has instituted a suit against an account of previous payment which is now pending. This year's payment is an increase of \$24,750 over the tax for the previous year.

One of the best trio of entertainers even seen in the city.

Don't Experiment. Smoke Prize Seal.

The best quality 5c smoke to be had. Made of rich mellow tobacco and to be found everywhere.

Manufactured by J. J. WATKINS, Janesville, Wis.

1914 WALL PAPERS NOW READY

WE ARE SHOWING THE COMPLETE LINE OF S. A. Maxwell, Alfred Peats & Co., Fr. Beck & Co.

Now in stock—the largest and most complete line we have ever shown, embracing everything new in wall decorations.

Call and See the New Styles.

Papers as low as 5c, 6c, 8c and 10c, with handsome cut-out borders suitable for all rooms.

50 different shades of Oat Meal papers with cut-out or narrow borders for paneling.

Munic Fibres and other new things in plain papers.

Handsome crown and panel effects with top and bottom borders. Big bargains in papers, we are closing out at one-half price and less.

Window Shades To Order Or Ready Made

Cove Mouldings, Chair Rail, Plate Rail and Room Mouldings to match all papers.

We Lead, Others Follow.

THE BIG WALL PAPER STORE

SUTHERLAND & SONS

12 South Main Street.

The Janesville Gazette

New Bldg. 200-201 E. Milwaukee St.

EXTERIOR AT THE POSTOFFICE AT JAMESVILLE, WIS., AS SECOND CLASS MAIL MATTER.

MEMBER OF ASSOCIATED PRESS

BUSINESS OFFICE OPEN SATURDAY EVENINGS.

The Gazette does not knowingly accept false or fraudulent advertising or other advertising of an objectionable nature. Every advertisement in its columns is printed with full confidence in the character and reliability of the advertiser and the truth of the representations made. Readers of The Gazette will confer a favor if they will promptly report any failure on the part of an advertiser to make good any representation contained in a Gazette advertisement.

WEATHER FORECAST.



Fair and warmer.

OUR SATURDAY NIGHT.

We crave for years, for fame and wealth,
And, oh, how many things beside!
With home and comfort, peace and health,
Dissatisfied.

But should we reach the heights of fame
Among our trusted fellow men,
With laurels won, 'tis but a name;
What then? What then?

And wealth, perchance, it may be ours,
The outcome of long toilsome years;
We recognize its ruling powers,
To still our fears.

And though our days may number high,
They may be four score years and ten;
Mid fame and wealth to live and die;
What then? What then?
—G. D. Jones in The Christian Herald.

Bishop Quale of the Methodist church was in the city, not long ago, and spoke at the Carroll church on Sunday evening, from the text: "Life is More." The whole sentence reads, "For life is more than meat," but the application made included a wide range of material things and had for its climax the final great tragedy of death itself.

The little poem is suggestive of the same thought and is worthy of consideration. To the most of us, life is what we can get out of it, and results are so disappointing that we are seldom satisfied.

There is a good deal of false sentiment about the accident of birth, as the notion is more or less popular that "blood will tell," and that to be "well born" is half the battle. An all-wise Creator never planned a birthmark handicap for a part of the race, and casual observation convinces the most skeptical that the prizes of life are won by the deserving, regardless of rank or station.

Child life in normal condition is purely democratic, and the spirit of comradeship and good fellowship would continue on into the years if not disturbed by over-sensitive parents who fear contamination through mingling with the "common herd."

One of the most unfortunate things which can come to the life of any boy or girl, results from placing them on a birthmark pedestal, and encouraging the feeling of superiority. This is the birthplace of class distinction, and is largely responsible for the class hatred which usually develops.

The mother who sends her daughter to school dressed in a costume beyond the reach of the average pocketbook, not only does the girl an injustice by stimulating pride, but she injures her companions as well, by creating a spirit of envy.

The girl finds it difficult to realize that life is more than dress and display, and starting with this false conception her viewpoint is not likely to change in time to correct the false notions which should never have been encouraged.

Our colleges and universities are well represented with young men who are troubled with the same inflated notions. They are provided with plenty of money, and don't know the value of a dollar, because they never earned one. Life to them means nothing more than a round of pleasure with no responsibility, and the rude awakening only comes when they stand at the threshold, and peering out into the uncertain future are confronted with the serious question, "What then?"

Booth Tarkington has been writing a series of stories on boys, for the Cosmopolitan, which are the equal of the "Huckleberry Finn" series. One of his latest had to do with the downfall of "George Bassett." George was one of those very proper boys, always on dress parade, with a white collar. His mother's darling, and so abnormally pious that he was held up as a model to all the boys in the neighborhood.

"Of course," he got what was coming to him as soon as the boys found a chance, and his pious as well as his wardrobe was badly tarnished. The "sissy" boy is always handicapped, and the mothers who are turning out this class of boys, will do well to read Booth Tarkington's stories.

The average graduate from our higher institutions of learning, faces the world at from 24 to 26 years of age, with the serious problem, "What then?" confronting him at short range. His knowledge is confined to text books and the gridiron. The former is largely theoretical, and the latter not noted for anything very practical.

He discovers for the first time that applied knowledge is the only marketable commodity, and the opportunity

to make the application is often lacking, because the great university of life has but little time to experiment with apprentices who are nearing middle life. Unless the boy is willing to start with the dollar a day class, his chances for final success are not very promising.

If he happens to be a product of the Wisconsin university, he may get a chance at the public crib, if the chances hold out, or if he has a pull, he may join the civil service protected army, and find a federal job, but a young man whose ambition is satisfied with either, will never amount to much, and later in life the same "What then?" problem will confront him, and the answer will be more difficult.

The most of us live as though we expected to retain our mental and physical faculties always. The income, whatever it may be, usually represents the cost of living, and no thought is given to the fact that sometime in the future, when faculties are weakened, our earning powers will be less, until like a thunderbolt out of a clear sky, the thing happens, and we find ourselves asking the question, "What then?"

There are so many uncertainties connected with life, that eternity is not the only mystery, and it requires more heroism to meet some of the problems than it does to face the last message.

There is a verse in the bible, somewhere, that reads, "for it is given to man once to die," and the reason why the average life meets the great tragedy so well, is because of the universal faith in immortality. But living well, under all the adverse circumstances, is a different proposition.

While it is the rule, "once to die," it is more important to remember that it is "always to live," while the lamp of life continues to burn, and the best destiny is secured by living by the day and by the way, not selfishly, but wholeheartedly and to a purpose.

Every man owes it to himself and to his family, to provide for the future, in this life, not only the future which we call eternity, but the future years of dependency which come to every life which lives out the years of expectancy.

The grandfathers and grandmothers are fortunate who have children to aid and comfort them through the declining years, but more fortunate and less burdensome where a bank account contributes to the spirit of independence. This helps to solve the problem, "What then?" so often perplexing.

Life is very largely what we make it, and it ought to mean a great deal more to all of us, than it does. The memory that lives the longest is the record of a life devoted to service and it is gratifying to know that life means more than simple existence.

There has never been a time in history when the spirit of philanthropy was so universal as today, and with its development a better day is dawning for all mankind.

PLATFORM PLEDGES

STILL UNFULFILLED

Washington Correspondent Takes President and Democratic Leaders to Task.

By Winfield Jones.
Washington, D. C., Feb. 23.—The Baltimore platform, the platform upon which President Wilson was elected, and upon which the present democratic house majority came into power by the vote of the people, is being made a fool of by the democratic party. The president, backed by the house democrats who cringe under his patronage whip, is now preparing to simply throw the free talk plank overboard.

This proposed action is reprehensible, to call it by a mild word. Mr. Wilson won the suffrage of the people on the Baltimore platform, and he is sacredly pledged to stand by every clause, every plank, on the declaration upon which he came to the White House. To do less is to prove recalcitrant to his pre-nomination pledges.

One of the reasons given by Speaker Clark for favoring the "neutralization" of the Philippine Islands is that the Baltimore platform declared for such action, says the Washington Star.

Alas, that platform! Drawn in the main by the democracy's leading rhetorician; examined in committee with extreme care; adopted by the convention with enthusiasm; interpreted by the candidates with reservation and with much feignedy of phrase; instrumental in winning many votes; it has now become a bone of contention among its beneficiaries, and the subject of an all-around debate in the country at large.

This is the record up to date: (1) An expression in favor of one term in the White House. The president silent on the subject, and no democrat prodding him. Nothing doing and nothing expected.

(2) A declaration in favor of publishing the names of those making recommendations to the president for judicial appointments. Announced by the president and repudiated by the democratic house. Smiled at by politicians generally.

(3) Silent on the subject of woman suffrage, and the silence quoted by the president as a reason for not taking a stand himself. Could not move without authority.

(4) A declaration in favor of free tolls for American coastwise shipping through the Panama canal, and in favor of the candidate in his speech accepting the nomination. Repudiated now by the president, because as he thinks, things have changed since. A platform declaration not binding in the face of a later necessity.

(5) The "neutrality" of the Philippines urged on congress because the Baltimore platform declared for it. The Baltimore platform in that declaration repeated previous democratic national platform. The declaration is fourteen years old. Have things in that regard not changed in that time? Has not American occupation of the islands justified itself a thousand-fold? Is this "neutrality" proposition full of peril both for us and the Philippines? Is there any reason for believing that it would be accepted if made to the great powers named?

It might be well for democracy to caucus on that platform. What part should be preserved and enforced now that the party is in? What planks have been affected by developments since the election was won?

Good Bait for Fish.

Natives of a number of South Pacific islands make fish hooks of mother of pearl, so bright that no bait or other lure is necessary.

Today's Edgerton News.

EDGERTON COUPLE CELEBRATE WEDDING ANNIVERSARY.

Edgerton, Wisconsin, February 23.—Mr. and Mrs. G. W. Nichols celebrated their twenty-fifth wedding anniversary last evening in a quiet way at their home, with their nine children and twelve other relatives. At seven-thirty a three course dinner was served during which musical numbers and readings were given. The remainder of the evening was spent in playing of bridge. Mrs. M. Mooney carrying off the prize. Mr. and Mrs. Nichols were the recipients of a number of beautiful pieces of silverware. Those present from out of town were the Misses Gertrude and Josephine and Mark Nichols of Stoughton.

Mrs. A. B. Shannon and two children of Portage are visiting relatives here for a few days.

Mrs. V. N. Green entertained two tables at Bridge yesterday afternoon in honor of Mrs. J. L. Loe of New Orleans. Mrs. N. S. Wile received the prize, after a sumptuous three-course luncheon was served.

Mrs. W. W. Hammond spent today in Janesville.

Elizabeth Puge entertained the sixth grade to a jolly sleigh-ride yesterday afternoon from four to six-thirty.

Rodolph and Harold Brown are confined to their home with severe colds.

Mrs. La Plant, accompanied by her brother and wife, Mr. and Mrs. Coxhead went to Mercy Hospital, Janesville, yesterday, where the former in a few days, will be operated on for an eye trouble.

Mrs. C. H. Babcock pleasantly entertained a five table bridge party at her home yesterday afternoon. Mrs. Roy Farman carrying off the honors.

Robert McIntosh who has been in Gays Mills for the past two months, in the prize, after which a sumptuous tobacco business returned home yesterday.

The business men lost to the first team in basketball last evening by a score of forty-two to fifty.

Miss Nora Farman who has been confined to her home for the past week with tonsillitis is able to be out today.

The Misses Shirley Shumway, Alice Mooney and Mona Nichols, Whitewater Normal students are home for the week end.

The N. Y. C. T. U. ladies met at the home of Westman Dickenson yesterday afternoon. Mrs. Warren of Stoughton gave a very interesting talk followed by piano solos by Edith Wilmar, after which a delicious luncheon was served.

Mrs. J. Wescott and daughter, Hazel, spent today in Janesville.

Roland Kellogg, Roland Williams, Clarence McIntosh, Roland Livick and Leeland Whitford are in Stoughton today to play basketball with a Stoughton team.

Marvin Johnson and Carlton McCarthy are spending the day in Janesville.

Judging the Sexes.

A woman is to be judged by her kitchen as a man is by his study.

Evansville News.

EVANSVILLE HIGHS WIN FROM ALBANY TEAM

Evansville, Feb. 23.—The local high school basketball team played Albany high school team here last night, defeating them by a score of 29 to 17. The game was a fast one and very encouraging to local fans.

The College Literary Club gave the following literary program at the seminary last night:

Instrumental music.
Debate—"Resolved, That the fifteenth amendment to the constitution of the United States should be repudiated." Affirmative, Prof. Babcock, Miss Paul, Negative, Mr. Stanger, Mrs. Stanger.

Vocal Solo—Miss Madge Robinson. To decision of the judges was two to one in favor of the affirmative.

This was a public literary and was attended by a large number of persons who were much interested in the debate, the judges for which were Mr. Gray, Miss Ludington and Mr. Waddell.

Miss Madge Tomlin has returned from a visit with Mrs. R. E. Clark in Brodhead.

Miss Constance Ware of Carroll College (near Chicago) is spending a few days with her father, Dr. C. S. Ware.

Mr. and Mrs. Harry Spooner returned last night from a trip to Chicago and other places.

M. Lang of Chicago was a business visitor at the D. E. Wood Butcher Co. Miss Rae Jones of Whitewater is visiting her parents, Mr. and Mrs. Ira Jones, over Sunday.

Miss Edna Lewis of Lima Center is spending the week end at her parental home.

Jay Baldwin of Des Moines, Iowa, is spending a few days with his family here.

The Junior students of the seminary enjoyed a sleigh ride to the country home of Mr. Furcett recently.

Miss Minnie Milbrandt of Fellows is visiting her mother, Mrs. W. Milbrandt, over Sunday.

Dr. C. S. Cook of Madison expects to locate here by March 10th and will have an office over the F. A. Baker hardware store. Mrs. Cook will be remembered as Miss Lora Rosa of this city.

Harold Theobald of Beloit College is spending the week end in town.

The next number on the lyceum course is Adrian M. Newens, one of the best known men on the lecture platform. He will be here Tuesday evening, March 3rd, and will give "A Message From Mars."

Mr. Newens is a gifted monologist and more. He is an entertainer with a big purpose. His address from Mars is a comedy, a story, a great play, teeming with human conditions and problems.

Arrangements are being completed to insure the success of the annual fish banquet given by the Men's Club of the Baptist church Friday evening, March 6, in the church dining rooms.

This is a most pleasant event that is looked forward to each year by a large number of people in the community. The program will consist of orchestral music and singing by a male quartette. The speaker will be Rev. McLaughlin, D. D., of Madison, one of the most eloquent men in the Baptist church. He recently came from Washington to accept the pastorate of the Madison church.

Save money for some definite, worthy object and you will find it is comparatively easy, while without such an aim it is hard.
Try the savings bank account method of getting ahead in the world.

We Pay 4% Interest On Your Savings

THE BANK OF EVANSVILLE
Evansville, Wis.

Founded 1870.

GEO. L. PULLEN, Pres.

The Fact Remains

No amount of misrepresentation by the peddlers of alum baking powders, no juggling with chemicals, or pretended analysis, or cooked-up certificates, or falsehoods of any kind, can change the fact that

Royal Baking Powder
has been found by the official examinations to be of the highest leavening efficiency, free from alum, and of absolute purity and wholesomeness.

Royal Baking Powder is indispensable for making finest and most economical food.

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EARTHQUAKE RECORDED AT GEORGETOWN TODAY

[BY ASSOCIATED PRESS.]
Washington, Feb. 23.—Sismometers at Georgetown University recorded pronounced earthquake shocks for nearly forty-five minutes early today.

At 12:11 p. m. the first tremors were recorded, reaching the maximum at 12:15, and died away entirely at 12:41. The estimated distance from here was 2,700 miles.

Reported in Milwaukee.
Milwaukee, Feb. 23.—An earthquake shock was recorded by the sismograph at Marquette University, Milwaukee, which lasted from 11:09 last night until 11:30, the maximum being reached at 11:15. It is estimated that the shock occurred 4,900 miles from Milwaukee, probably in a southwesterly direction.

PEDESTRIAN ABANDONS TRIP BECAUSE OF SNOW AND COLD

[BY ASSOCIATED PRESS.]
Boston, Mass., Feb. 23.—John H. Scott, of Philadelphia, a veteran amateur pedestrian, who left here Monday to walk to Washington, notified relatives here today that he had been forced to give up the trip. Scott did not reach New York. Deep snow and biting winds handicapped his progress, he said.

MYERS THEATRE

Monday, March 2nd

A MILE A MINUTE OF MERRIMENT—

—COMEDY BY THE PULLMAN CAR LOAD

S. T. KING Offers

EXCUSE ME

Unlimited Laughter on a Limited-Express that Doesn't Stop—

Doesn't Even Hesitate. JUST RUSHES!

Rupert Hughes' Furiously Funny Farce on a Fast Train

"A train load of laughs."—N. Y. Herald.

"A laugh in every word."—N. Y. World.

PRICES: First 12 rows orchestra, \$1.50; balance orchestra, \$1.00; first 4 rows balcony, 75c; remainder balcony, 50c; gallery, 25c.

Seats on sale Saturday at 9 A. M.

MYERS THEATRE

Where the Best Motion Pictures Are Shown. The Home of the Universal Films.

TONIGHT SPECIAL

5c

Rex-Universal "THE DRAGON'S BREATH" a dramatic masterpiece in two parts. Rex "Gold and Two Men" western melodrama. Joker comedy, "Almost A White Hope" a mirth provoking picture of the finest order.

Sunday Matinee and Evening 5c

Rex-Universal "THE LAW OF HIS KIND" a stirring drama in two parts with Cleo Madison and Herbert Rawlinson. Also two other good pictures.

J.M. BOSTWICK & SONS.



The Big Store's Bulletin:

This is the people's trading center, because years of experience has taught

that absolute confidence can be placed in every

word uttered in advertising, that none but

New Suction For Artificial Teeth
Can't pull them out without great effort.
No falling plates to embarrass you.
Let me show you this latest improvement in teeth.

DR. F. T. RICHARDS
PAINLESS DENTIST
Office Over Hall & Sayles.

Many Children
Have money on deposit in our savings department in their own name. In a few years they will be old enough to know the value of money and appreciate a bank account.

Do your children have a bank account? Would it not be a step in the right direction to encourage the boy or girl to save?

One dollar opens an account.

The First National Bank
Established 1855.

For Prompt Attention
Phone your order to the Smith Drug Co., 114 Rock Co., 473 Bell; Private phone 407 Black; Res.: 287 Rock Co.; 387 Bell.

Piano Moving a Specialty
Build special size piano boxes to order.

C. W. SCHWARTZ
TRANSFER & STORAGE CO.

Political announcement. Written and authorized by Wm. Hall and paid for by him at the rate of 25c per inch.

Announcement
I wish to announce myself a candidate for commissioner and solicit your vote at the primaries March 24, 1914.

WM. HALL
Political announcement. Written and authorized by C. K. Miltimore and paid for by him at the rate of 25c per inch.

Announcing myself a candidate for re-election as City Commissioner I ask your vote and assistance at the coming primaries.

Respectfully,
Chancy K. Miltimore

Free Tonight Hot Roast Beef
Appetite satisfiers are to be found on our lunch counter at all times.

E. B. Connors
208 West Milwaukee Street.
Wines and Liquors for family use.

Olive Oil
Almost a staple today.
We have an immense trade in olive oil, due to handling only the finest the world produces. Rich in flavor, clear as crystal, and extremely palatable in consequence. Try this if you find ordinary oil hard to take—you will be surprised at the difference. We carry a complete stock in gallon, half gallon, quart, pint and half pint tins. All full measure and with a very convenient little spoon to screw on if you prefer.

Ask for Crown of Aragon Olive Oil. \$3.15 per gallon; smaller sizes in proportion.

Dedrick Bros.
Unpaid For.
Many a man who has a prosperous appearance still owes for the appearance—Detroit Free Press.

VEXATIOUS SUBJECT THAT OF TAXATION

CANDIDATES FIND IT HARD TO SIDESTEP THE REAL CAUSE.

WILL FIGHT M'GOVERN

La Follette to Return to Wisconsin to Aid Morris and Defeat Governor in Senatorial Fight.
(By Bob Acres.)
This is one of a series of articles on Wisconsin politics written exclusively for the Gazette. Politicians who aspire for honors in the coming year are hard work to edgestep the real issue of the campaign, the taxes, and blinding the eyes of the voters to some other campaign dogma. The taxes are too recent to be forgotten and unless I mistake my guess, will not be before the fall primaries. When you hit a man's pocketbook you hit him pretty close to where he actually lives and lots of his voters are perfectly fair-minded democrats, republicans, and men who have been apathetic in the past are now thoroughly aroused to the situation and mean to fight.

As long as the republican and democratic leaders could fight it out on some issue to which they could commit their opponents, it was all right, but now the issue has gotten away from them. Both party leaders find serious defections in their ranks. The republican leaders are in support or openly in revolt. The farmers, hitherto the backbone of the politicians' efforts to control affairs, can not be blinded by promises of a similar nature. Well, the present movement is similar in nature. No man is going to have the support of these farmers who does not pledge himself to aid in the work of reducing the tax rate and at once.

Throughout the state these county conventions are being held. It is the voice of the people, not of the politicians. Strange to say, I find the average farmer is more interested in this year than ever before. They realize that the governorship is really nothing but the control of the legislature. Everything is everything. The ultra progressive and the ultra conservative are all out. The ultra progressive are out by Emanuel Phillips of Milwaukee throughout the state, asking the opinion of various former conservative leaders as to the merits of a republican candidate convention. These conventions have nothing to do with Phillips or Phillips' letter. They are called by the people, for the people and of the people. Both the republicans and the democrats begin to realize the whirlwind that they have raised.

There are also at sea. They wonder what will be the final effect of the Kavel petitions. If they have made a mistake. If the old talk of religious differences is going to hurt his chances. Ayward at Madison is promising federal aid in exchange for good honest support. He wants that senatorship and wants it badly. He is afraid of Dan Grady of Portage whom he learns is quietly grooming himself for something. He fears the influence of the name of Burr Jones in Madison in connection with the jobs and keeps the wires hot to Washington summoning aid from partner Joe.

But back of it all is the will of the people and they have been fooled so many times in the past they mean to fight it out this year if it takes all winter and they will do as they see fit. It is going to be a hard winter of an all-time coming campaign and one has but to listen to discussions to discover the voters are alive to the situation and their own individual responsibility in the affair.

GIVE A SURPRISE PARTY FOR MISSIES IN A AND EMMA BLISS

Misses Ina and Emma Bliss were surprised by a company of girl friends at the home of Mr. and Mrs. F. H. Bell, South Jackson street, last evening the occasion being a farewell to the young women who leave the first of the week for their new home at Redwood Falls, Minn. The evening passed delightfully with music and games for entertainment and a delicious luncheon was served by Mrs. Bliss. Present were Misses Alice Birmingham, Nora and Nellie Marshall, Nellie Berg, Mary Cronin, Margie Aclay and Luella Hawk.

BRIEF LOCAL NEWS.

Get Sunday Papers at the Smoke Shop. Adv.
On Sabbath, March 8th, Rev. George F. Zander, pastor of the First Presbyterian church, will deliver the first of a series of Sunday evening addresses about "Jesus, the Christ." The series will be personal talks of Christian service. The subjects will be announced in Tuesday evening's issue of the Janesville Gazette.
Friday afternoon the Ladies Aid society and the ladies of the congregation of the First Presbyterian church were pleasantly entertained by Mrs. Silas Kent and Mrs. George Rummel at the home of Mrs. Rummel, 302 Linn street.

FLOWERS FLOOM IN YARD AT RUMMEL HOME ON CHERRY ST.

If flowers are any indication of spring, then spring is surely here. In the yard of Miss Emma Rummel at 153 South Cherry street there are a few flowers in the bud. With a flower called the snow drop. With the coming of the next week there will be many of these flowers in bloom, which fact presages an early arrival of spring.

PERSONAL MENTION.

Mr. and Mrs. W. J. Bates will spend the week end with her son, E. H. Strang, in Gary, Indiana.
Mrs. H. B. Goff is spending a few days with her parents in Rockford.
F. J. O'Brien of Chicago spent the day Friday in Janesville.
Thomas Donlin of Milwaukee is a business visitor in this city.
Miss Mary Farrell of Madison is in the city for an over Sunday visit with local relatives.
In a spelling contest between the sixth and seventh grades of the St. Joseph school, held yesterday, Maxine Kennedy, a sixth grade pupil, was the fortunate winner, receiving a pearl rosary.
J. J. Condon and wife of Beloit are spending the day in Janesville.
Mr. and Mrs. Pegelow of Court street leave today for a short visit with relatives in Madison.
Misses Agnes and Nellie Morrissey are spending a week in Chicago.
From the Camp of the G. A. R., George A. Porter of the Tenth Infantry, U. S. A., writes to his parents, Mr. and Mrs. C. R. Porter of this city, of the trip he has just completed. The letter was written on the 11th of the trip from New York taking several days. Rain and rough weather marked the first four days out; the warmth of Panama was a bit too summery for comfort. The Tenth Infantry expects to be back in the states in the early summer.

Mr. and Mrs. W. E. Clinton left today for Bloomington, Illinois, where they were called by the serious illness of Mr. Clinton's son, a young man.
Mr. and Mrs. Edward J. Timmons of Chicago are spending the week end with Mr. Timmons' parents in this city.
Judge and Mrs. A. J. Vinje of Madison are over Sunday guests at the home of Mr. and Mrs. E. D. McGowan. Judge Vinje will attend the bar banquet on Monday evening.
E. E. Van Pool leaves today for Racine to attend the state Y. M. C. A. convention.

Born, to Mr. and Mrs. J. S. Canary, 16 North Terrace street, an eight and one-half pound baby boy, on Thursday.
Miss Emma Toole of Prospect avenue is confined to her home with illness.
Miss Blanche Wheeler of the town of Porter is visiting her uncle and aunt, Mr. and Mrs. Johnson Taylor, on North Pearl street.
Robert Bostwick and Miss Racine Bostwick have returned from a New York visit of three weeks.

William Burns of Edgerton was in this city on Friday.
Mrs. George Warren of North Pearl street had as her guest on Friday, Miss Nettie Coon of Milton Junction.
Mr. and Mrs. Norman Carle are giving a dinner this evening to several friends at their home on St. Lawrence street.
George Thurman of Evansville was a Janesville visitor today.
Prof. Holt of Edgerton came to Janesville on Wednesday to visit his brother, who had received an injury on one of the street cars.

Miss Vera Nolan of South Third street will entertain several guests at cards this evening.
The Philanthropic club met this afternoon with Mrs. Fred Koebelin on Prospect avenue. The topic for the afternoon was "Negro Women." Roll call was responded to by anecdotes and stories of the negro women. The first on the program was Miss Lillian Brady, second, "The Education of Negro Women at Tuskegee," by Mrs. Weirick; third, "Met Warlock Sculptures," by Mrs. Clara Capelle. Light refreshments were served after the program. The club will meet again on March 11.

M. H. Peterson has returned from a visit in Clinton with friends.
Mr. and Mrs. John W. Light gave a social dinner party last evening. After the dinner the guests attended the Tango club dance.
Dr. F. E. Colony of Evansville was in Janesville yesterday.
Mrs. James P. Pollock of Edgerton spent yesterday in Janesville.
Mrs. Peter Liston was a Hanover visitor this week.

Mr. and Mrs. Frank Tupper of Evansville were the guests of friends in this city on Thursday.
Miss Catherine Myers entertained at a dinner party on Friday evening at her home on East street.
Mr. and Mrs. Allen Lovejoy entertained several guests at a dinner on Wednesday evening of this week at their home on Prospect avenue.

Mrs. William Shuman and daughter, Irene, were visitors in Hanover a few days ago.
Herbert Gilkey of Minneapolis is in the city on a business trip of a few days.
Walter Wittwer of New Glarus was the guest of friends in this city this week.

Mrs. Peter L. Myers spent Thursday in Evansville, the guest of her sister.
Messdames Patrick Reilly and P. Wolf of Leyden were Janesville shoppers on Wednesday.
David Holmes gave a one o'clock luncheon today to about sixteen ladies. It was given in honor of Mrs. George S. Parker, who leaves shortly for Europe.

Mr. and Mrs. Maurice Springfield of Broadhead have returned home after a visit in town.
Miss Jessie Kelly of Evansville, who has been the guest of friends in town for a few days, has returned home.
J. Lindolph of this city is the guest of her parents, Mr. and Mrs. C. Siebel, in Hanover, this week.

Charles Pendleton of Evergreen, Wash. is a guest in town of Mr. and Mrs. J. H. Field.
W. McCarthy of Porter was a Janesville visitor a few days ago.
Mrs. T. H. McKinney of Clinton spent a few days this week in Janesville.
Mrs. Harry Hager has returned home after spending a day in Hanover with friends.

The Tango club met last evening at Terpiorensen hall. There was a large attendance.
Tillie Zanzinger was in Milton this week to attend the Zanzinger-Klitzke wedding, which took place on Wednesday.
The city school children met at the public library this morning for the weekly story hour. Miss Buckmaster read them the story of Sir Percival, one of the King Arthur stories, and the Prince Cherry and the story of the 150 children's attendance.

Miss Johanna Hayes is home to spend Sunday with her people from Rockford college.
Joe Ryan of Beloit college will spend Sunday in Janesville.
Miss Margaret Jeffris will give a dinner to nine of her girl friends at her home on St. Lawrence avenue at 6:30 o'clock this evening in honor of her 18th birthday.
Miss guests are the Misses Elizabeth Kelly, Sybil and Jackman, Phyllis Kelly, Josephine Bliss, Caroline Florence Newman and Marion Matheson. After the dinner the young ladies will attend the high school ball held at the high school in Crawford Roberts of Evansville is a Janesville visitor today.

Attend our February Clearing Sale and save money. T. P. Burns.

CITY COUNCIL GIVES ORDERS FOR SPRING STREET IMPROVEMENT

Will Macadamize St. Lawrence Avenue, Garfield Avenue, Carrington, Ruger and Court Streets.
After being favorably reported by the board of public works, the city council passed orders for street improvement work, at the meeting yesterday afternoon. Several other improvements are under consideration, but will not be passed upon until further investigation by the city officials and it is expected that in the near future the Board of Public Works will be called to decide whether the street will be paved with brick or macadam.

The work was deemed expedient and necessary by the council and plans will be drawn up for an early start on the work when weather permits. There still remains a quantity of gutter and grading work which will be brought up at a later date.
St. Lawrence avenue will be improved with asphalt macadam, gutters and curbing from the east side of Park street to East street. The city will grade and pave with macadam Garfield avenue from Racine to the north side of Clark street.
Paving work will be done on Carrington street from the east side of Main street to Garfield avenue, with proper grading. Repairs will be made on Court street from the west side of Garfield to the east side of Forest Park Boulevard. Gutter and curbing work will be done on Oakland avenue from Wisconsin street to Forest Park Boulevard. The motion for these orders was made by Councilman C. K. Miltimore.
J. P. Cullen was granted permission to dig a trench for a portion of West Milwaukee street in front of the Tallman building for storing of building material during construction work on the Woolworth store. The city engineer, Mr. Cullen, is superintending the work to move the third ward street to be used as a police place in the fourth ward, as the city engineer used satisfactorily in the third ward.

BUSINESS MEN TALK OF NEW HOTEL PLAN

Mrs. McNeill and G. W. Squires Here Today at Request of Local Merchants to Go Over Proposition.

An announcement that the Hamilton Hotel Company had rented the Myers Hotel for a term of years and that the McNeill Hotel Company, that has leased the hotel for the past ten years would relinquish possession May 1st, has renewed the talk of a new hotel in the city.
Mrs. McNeill today conferred with representative business men relative to the building of a new hotel. Others who have been made for Mrs. McNeill since she took charge of the Myers Hotel, will continue to act as manager for her and will handle the business of Hotel Hilton. The proposed Janesville hotel when it is constructed, Mrs. Squires has made many warm friends in the city during his residence here and they are pending every effort to make the new hotel a success. Mrs. Squires is anxious to hear of his grandfathers, who he has lost since the year of 1900. He living would be about sixty six years of age.

ESTABLISH MISSION IN HEART OF CITY

Interdenominational Society Will Hold Meetings at 117 Dodge Street.

An interdenominational mission has been organized at 117 Dodge street. This mission is intended to conflict in any way with the churches of the city, but rather as an adjunct in the sense that it will be the aim of the promoters to win men and women to Christianity who are present in the church fellowship at all. All Christian people are asked to co-operate. Everybody is welcome at all meetings. The mission will be opened Sunday, March 1st, 3 p. m.; also 8 p. m.

JURY UNABLE TO AGREE IN CASE AGAINST NIMZ IN THE MUNICIPAL COURT

After hearing the testimony and argument of the attorneys this morning, the case of the state against Carl Nimz, who resides on a farm near Clinton, was submitted to the jury this afternoon, but no verdict has been reached up to a late hour this afternoon. Nimz is charged with a serious complaint by Hattie Stegman of Clinton.

Yesterday afternoon testimony was taken and this morning the greater portion of the time was taken in cross examining the witnesses. District Attorney Stanley Dunwiddie and M. O. Mount are prosecuting the case and Thomas S. Nolan defending Nimz. The following are the witnesses called: John Mapes, C. Delisle, E. N. Fredendall, George Bresse, W. T. Scofield, G. C. Snyder, George Yahn, B. H. Baldwin, G. W. Sage, R. A. Arnold and Roy Whipple.

PERSONAL MENTION.

Mr. and Mrs. Harry Jones are entertaining at a week end house party in honor of J. B. Lichtenstein of New York. Those present are Misses Rhoda Owens of Milwaukee, Ella Shoemaker, Ernie Shoemaker, Harry S. Kesseler of Madison, Lee Wells of De Pere, and J. B. Lichtenstein. Mr. Lichtenstein returns to the east next week.
This morning Professor H. C. Buell left for Zenda. He is accompanied by a group of students from the high school to visit stock farms in the vicinity of that place. The trip is made in connection with work that is being done in the school with agricultural instruction that is now being given in the high school.
Four Great Danes were taken from the train at the Northwestern station to be given exercise this morning. They belong to the company of "Uncle Tom's Cabin," which is on its way north and pass as bloodhounds. Pamphlets and circulars are already being received by the railroad agents here announcing the "Panama Pacific" Universal exposition that will take place in San Francisco beginning February 20, 1915.
About seventy-five from here went out to Stoughton today to witness the ski tournament at that place. Due to the warm weather of the past few days it has been necessary for those in charge to have the snow on the hillside covered with straw.

CARRANZA CONCERT TO BE RARE TREAT

Program Announced for Recital of Mexican Soprano Before Apollo Club Monday Evening.
Final arrangements for the recital program of Senorita Anita Carranza, Mexican collaturata soprano, who will appear before the Apollo club in the final concert of the year on Monday evening, were made today and indications promise that the club members will enjoy a rare treat. Following is the program:
I. Splinter's Chorus. (From the Flying Dutchman) Wagner-Liszt
Rosa Blackmore.
II. Romanza. Jacek Hubay
Hungarian Poem. Hubay
Irene Stofsky.
III. Se Saron Rose. Arditi
Anita Carranza.
IV. Prelude, d flat. Chopin
Waltz. Chopin
Etudes. Chopin
Rosa Blackmore.
V. Mexican Songs. M. Leido de Tejada
Perla. M. Leido de Tejada
La Colondrina. Saradell
Anita Carranza.
VI. Scensde la Scaide. Hubay
Irene Stofsky.
VII. Rhapsody No. 12. Listz
Rosa Blackmore.
VIII. Entreaty. Reichardt
In the Time of Roses. Reichardt
Joy of the Morning. Ware
Owing to illness in her family, Mrs. Keesler, who was to appear as the pianist, will be unable to be present and her place will be taken by Miss Blackmore. Miss Madge Hoyt will be the accompanist.

SEVERAL CANDIDATES ARE OUT FOR OFFICE

Many Candidates Reported Seeking Commissioner's Job and Circulating Papers.

While no nomination papers have been filed with the city clerk, candidates for the office in the city council as street commissioner are out working, and this morning Chancy K. Miltimore, present commissioner, announced that several others who are reported to be distributing papers among the voters for signatures are J. Sennett, former street commissioner, G. S. Seacrest, John Brown, former policeman, William Hall, former engineer, S. B. Hall of the First ward and J. P. Cullen, third ward, are the first to have filed nomination papers for the primary election as supervisors.

MAKING SEARCH HERE FOR HIS GRANDFATHER

In a letter addressed to "whom it may concern," which was given to Mayor Pathe by Postmaster C. L. Valentine, Arthur Cohn of Milwaukee is making a search for his grandfather, whom he had lost since the year of 1900. He living would be about sixty six years of age.

SURPRISE PARTY WAS HELD FRIDAY EVENING AT M. E. PARSONAGE

A surprise party was given to Rev. and Mrs. Williams at their home on South Bluff street last evening by friends from the country who are members of the M. E. church. Every one reported a very pleasant time. A basket supper was provided by the visitors. Those who were present are J. M. Clarke and family, John Decker and family, G. O. Bancroft and family, James G. Scobie and family, Marcus Kellogg and family, H. Black and family, and Mrs. Perry Miller.

Oxy-Acetylene Welding Plant

Local Concern Does Good Work Which Saves Motorists Time and Money. The alterations are going along rapidly at our new home. The basement has been entirely remodeled and fitted up with shelving and partitions. The office has been completely fitted out and is all ready to be moved into the new store. The alterations are going along rapidly at our new home. The basement has been entirely remodeled and fitted up with shelving and partitions. The office has been completely fitted out and is all ready to be moved into the new store.

Store Notes From Rehberg's

Not To Move As Soon As Expected Although New Store is Nearly Ready.
It was thought at first that we would be able to move to our new home on the corner of Milwaukee and River streets tonight and tomorrow, but we find now that it will be at least Wednesday of next week before we can make the change.
The alterations are going along rapidly at our new home. The basement has been entirely remodeled and fitted up with shelving and partitions. The office has been completely fitted out and is all ready to be moved into the new store. The alterations are going along rapidly at our new home. The basement has been entirely remodeled and fitted up with shelving and partitions. The office has been completely fitted out and is all ready to be moved into the new store.

FORTY IMMIGRANTS PASS INSPECTION AT DRAMA SOCIAL

Janesville Dramatic Society Members Take Examination, and All Are Admitted Into U. S.
Inspector Frank D. Hayes of the U. S. immigrant inspecting station, granted some forty certificates last evening to wandering immigrant members of the Janesville Dramatic Club, who were seeking their admission into the United States. There were many hard cases to judge, and had the literacy test been in force many would have been rejected and sent back to their mother country.
The costumes which were worn by the members were most fitting in impersonating the various characterizations. All of the members were not clad in foreign dress, for the reason that it took several of them to supply the help in and around the immigrant railroad station, where the scene of the evening's entertainment was located. Andrew Gibbons, the station agent, was stern for he had to be there were some of the ignorant immigrants who were restless, and were curious to know what was going on in America. Mr. Gibbons treated the party fairly and also had a temper when issuing the tickets to various parts of the United States, which task was a hard one.

The plot of the entertainment was obscure, for the reason that there were so many different numbers on the program. Tango dancing and mazzing, coupled with Dutch quartette singing and dago talk was presented in a clever manner.
The program was as follows:
1. Dutch Quartette—"Chonny Smoker"—Messrs. F. K. Doane and E. E. Vanpool, and Meedames F. K. Doane and J. R. Nichols.
2. My Rose. Willard Field.
3. Tango Dance—Evelyn Welsh and Charles Noyes.
4. Rosa's Goat. Willard Field.
5. Lunch hour.
6. Dancing. The Hesitation—Mr. and Mrs. A. J. Pegelow.
7. Hungarian Dance—Miss Mary Buckmaster.

Following the program the station agent, Mr. Gibbons, allowed the party to stay in the station for a few minutes for lunch. The immigrants flocked to the lunch counter, which was at one end of the room, in vast numbers to partake of the stale bun sandwiches and coffee. Apple pie was served as a delicacy. Everything cost a nickel. It took but a short time for the passengers to consume the delicious refreshments.

The food was stowed away in a trunk, which was selected to pick out the best costume at the entertainment. Messrs. Frank A. Taylor, E. O. Hoffmeister and Peter J. Mount acted in this capacity. Mr. Mount was the judge of the contest. Miss Gypsy Family—Miss Enright, mother; Evelyn Welsh, daughter; Charles Noyes, son; Willard Field, dago; Andrew Gibbons, station agent; Frank D. Hayes, immigrant inspector; Rev. E. O. Hoffmeister, inspector's clerk; Misses Mabel Greenman and Marjorie Mount, waitresses at lunch counter; Miss Lenora Castford, salvation army girl; Harold Jones, red headed Irish Jew; Miss Westlake, Dutch maiden; Martha Dooley, old Irish lady with cane; Mrs. Holapple, Irish woman; Mrs. Misses Teresa Baker and Mary Buckmaster, Spanish girls; Miss Willey, Dutch nurse; Miss Ella Jacobson, Dutch girl; Miss Gertrude Hemmingsway, Swedish girl; Miss Vesta Bradley, Gypsy blind girl with cane and accordion; Frank Fraumfelder, policeman; Miss Jennie Boomer, Italian girl; Misses Daisy Jones and Elizabeth Irish and Gypsy maidens respectively.

Mr. J. B. Day as Shawn Mahon, from Immishmann, West Isles, Ireland, accompanied by Miss Constance Cunningham, aged ten and an orphan, was escorted to the United States, where the little girl was to be placed in a convent, was met at the station by Mrs. Day clad as a Sister of Mercy. These three characterizations were excellent and their makeup, as a word could be said about every impersonation that was present.

The affair began about eight o'clock and lasted for two hours. The oil chamber in the city hall building, which was the present the station, and it is needless to say that this entertainment was a most unusual one, at which every one enjoyed a good time.

OBITUARY

Mrs. Edward Pattison.
Funeral services for Mrs. Edward Pattison were held this morning at nine o'clock from the St. Patrick church, Dean Reilly officiating. The interment was in the St. Patrick cemetery. The deceased was Mrs. J. W. Frank and William Coen, Harry and William Doran and Frank Leahy. Interment was made at Mt. Olivet cemetery.

Guests from out of town were the Misses Edith Emily and Helen Patton, and Mr. and Mrs. Sullivan, all of Minneapolis; Tim and Michael McKugo, Mr. and Mrs. I. M. Leahy, Mr. and Mrs. William D. Darr and Miss Schugaraun, all of Chicago.

Warm Houses, Warm Friends,

On cold winter nights when the mercury goes tumbling, you need not worry if you use our coal.

Economy Coal Is Good Coal

Send your eggs to me for incubation. I use the most successful incubator with electrical arm, and guarantee to hatch every fertile egg. 60c per setting straight. Address Frank Gates, 1108 McKee Blvd. now, for the first hatch. First come, first served.
22-28-31.
WANTED—Second hand dresser in good condition. Bell phone 1204. 6-28-31.
WANTED—A neat young girl to assist with housework and take baby out. No washing, ironing or cooking. Apply 210 S. Main. 4-28-31.
FOR RENT—Bowles east upper flat on East Milwaukee street. March 1st, 1914, by Carpenter and Carpenter, Janesville, Wis. 4-28-31.
LOST—Mink scarf. Under please leave at Gazette office and receive reward. 2-28-31.
WANTED—Furnished room on Main street by couple. No children. Address Box "B," Gazette. 6-28-31.



SENORITA ANITA CARRANZA
Mexican collaturata soprano, at Apollo Club Monday evening.

Charge Good Interest.
Small farmers are encouraged in Egypt by government loans, for which nine per cent is charged and collected by the tax gatherers.

FAIR STORE

24 LBS. GRANULATED SUGAR \$1.00
BEST GRADE CREAMERY BUTTER, LB. 32c
STRICTLY FANCY DAIRY BUTTER, 1 LB. 29c
3 LBS. OR MORE, LB. 28c
BOTH KINDS BUTTER WE GUARANTEE.
1 CAN GOLDEN BANTAM SWEET CORN 10c
3 FOR 25c
THE BEST CAN SWEET CORN PUT UP.
SUNKIST SWEET ORANGES:
250 SIZE, DOZ. 14c
2 for 25c
216 SIZE, DOZ. 18c
176 SIZE, DOZ. 20c
150 SIZE, DOZ. 24c
126 SIZE, DOZ. 28c
ORANGES ARE HIGHER. LAST CALL.

Dry Goods Department

Children's Dresses 50c to \$1.00 and \$1.25.
Gingham Rompers, 25c and 50c.
Black Sateen Bloomers.
Children's Rib Union Suits, 49c.
Princess Slips, 98c and \$1.25.
Musslin Slip Over Aprons, 49c, and 73c.
Corset Covers 25c.
Embroidery trimmed skirts, 98c and \$1.35.
Colored sateen skirts 79c and \$1.
Sateen and heatherbloom skirts 50c to \$1.50.
Sample shirt waists, crepe and linen, \$1.25 up.
Silk shirt waists, colored, \$2.98.
Flannel gowns 49c and 73c.
Baby blankets 49c.
Extra large size blankets \$1.35 and \$1.50.
Bed spreads \$1 and \$1.65.
New dress gingham 10c.
Yard wide percale 10c.
Ladies' silk hose 15c.
Ladies' silk boot hose 25c.
Children's silk gloves 25c.
Kid gloves 80c.
Lace caps 25c.

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JANESVILLE COAL CO.

PHONE 15

LA TEST NEWS BY CABLE

BRITISH EXPEDITION WILL EXPLORE LANDS IN ANTARCTIC SEAS

Foster Stachouse Charters Scott's
Steamer for Well Planned Sur-
veying Trip into Arctic
Circle.

[BY ASSOCIATED PRESS.]
London, Feb. 28.—The steamer
Discovery, which the late Captain
Scott used in his first Antarctic voy-
age, has been chartered by the Brit-
ish Antarctic expedition which is to
be commanded by J. Foster Stach-
house and will leave London about the
first of August for the south. Mr.
Stachhouse, whose exploratory work
has heretofore been confined to Ice-
land, will make no attempt to reach
the pole. His main purpose will be
to determine the coast line of King
Edward VII Land on one side of the
Antarctic circle and Graham Land on
the other. The expedition will explore
the unexplored lands which stretch
a vast and practically unexplored re-
gion. The expedition will attempt to
reach the pole, determine whether
the intervening space is land or sea,
whether King Edward VII Land is
part of the great Antarctic continent
or merely an island or group of
islands set in the frozen sea.

The existence of Graham Land, and
of Coats Land, Enderby Land and
Kemp Land on the Atlantic border of
the Great Ice Barrier, as well as the
discovery of land south by Lieutenant
Pilot of the German expedition in
1911, support the continental the-
ory. On the other hand the great
area of pack ice massed on the north
and west coasts of the King Edward
VII Land points, Mr. Stachhouse sug-
gests, to the drift of ice northward
from the Weddell sea to the Ross sea,
presumably through a strait separat-
ing King Edward VII Land from Gra-
ham Land. This is the most southern
of British possessions for the whole
region between meridian 20 degrees
west and meridian 90 degrees west
is claimed for the British crown. The
information which the expedition will
obtain as to harbors, whaling stations
and sealing grounds will be of great
service to the whaling industry of the
Falkland Islands.

Goes Well Equipped.
The crew of the Discovery will con-
sist of twenty-five men and in addition
there will be five scientists, several
of the ship's officers also undertaking
scientific observations. They will
have an aeroplane for photographic
survey work and this too will be use-
ful in enabling the leader to choose
the best route when he wants to ad-
vance. Most of the navigating and
scientific staff have already been
chosen. Lieutenant A. E. Harbord of
the Royal navy, who was navigating
officer on the Nimrod in the Shack-
leton expedition, will command the Dis-
covery. The first officer will be Lieut-
enant Richard H. Garstin of the
Royal Indian Marine, who has a con-
siderable knowledge of surveying,

MAXIM GORKY WILL RETURN TO RUSSIA AFTER LONG EXILE

Famous Russian Writer Almost Dead
With Consumption—Other Cable
News From Rome.

[BY ASSOCIATED PRESS.]
Rome, Feb. 28.—Maxim Gorky is
back in Russia after eight years' ex-
ile, perhaps to die of consumption be-
fore another summer, his physicians
say.
Officially the Russian writer is still
at Capri, where he has lived since
Mastomajki, Finland, where he may
later proceed to Moscow. His return
is generally a secret in Russia, the
government desiring to take every
precaution against irritating dem-
onstrations by his admirers.
Last year Gorky was included in
the comprehensive amnesty conceded
by Emperor Nicholas and could then
have returned to his native land with-
out opposition, but he asserted then
that he had no intention of taking
advantage of the privilege. His fail-
ing health and longing to see his coun-
try, however, led him to change his
mind and he has just completed the
trip to Mastomajki by easy stages.

Gorky's friends declare that he con-
tracted his disease during confine-
ment in the prison fortress of St.
Peter and St. Paul, but it is believed
his constitution must have been
weakened by the many years he spent
in actual want, his feverish energy in
writing and the increasing labor of
deep study to overcome his lack of
culture.

Many Occupations.
There has lately appeared an odd
chronology submitted by Gorky to an
editor who has asked for an autobio-
graphy. Gorky replied as follows:
1892—Born at Nischai-Novgorod.
1897—Clerk in a bookshop.
1899—Apprentice to a designer.
1899—Cabin boy on a steamer.
1899—Worker in a manufactory of
biscuits.
1899—Porter.
1899—Baker's boy.
1899—Dummy in a village theater.
1899—Fruit seller.
1899—Attempted suicide.
1899—Railway employee.
1899—Clerk in an advocate.
1899—Operative in a salt mill; later,
vagrabond.
1899—Wrote the first novel—Makar
Chirka.
1903—Celebrity and riches.

Have Sport Short.
The sporting sheet along American
lines has lately become a feature of
Italian newspapers. Most of the
journals are giving up a whole page
or more every day to sport. While
devoid of baseball or football gossip,
the pages deal extensively with avia-
tion, automobilism, bicycle racing, and
rowing and swimming.

A subject of current discussion is
a proposed trip to the new Italian col-
ony in Africa, members of the Italian
touring club planning to join with
members of the Agricultural society
and the Venetian Association in an ex-
cursion to the Antiquities in an ex-
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cursion to the Antiquities in an ex-
cursion.

son whose aims will combine pleas-
ure, science and art. The party will
visit Tripoli from April 29 to May 10
and then tour the colony.
Reverend Dante.
In connection with the approaching
600th anniversary of the death of
Dante the Italians are renewing their
intimacy with his writings. Dante,
in Italy, is almost a national God and
so far is his adoration carried, the
when Sir Henry Irving gave his
drama which had Dante as its hero
the Italians rose as one man to pro-
test against the destruction of their
idol.
In the historic house and tower
which the County Anguillara built in
the twelfth century as a mansion and
fortress, and which was frequented
by Dante, Senator Pasquale Villari,
who is famous as a student of the
great poet's life and works, has be-
gun a series of lectures on the
"Father of the Italian Language."

MEXICAN BULL FIGHTS DRAW LIKE BASEBALL

Crowds at Same Fever Heat at Mexi-
can Pastime as Americans Dur-
ing World Series.

[SPECIAL TO THE GAZETTE.]
Mexico City, Feb. 28.—A world's
championship crowd goes every Sun-
day to the bull fight in the great steel
and cement ring at Condesa. All
week there are cues at the bullfight
ticket office. The crowd will endure
everything but cowardly bulls. A bull
that won't charge on the horses as
soon as it rushed into the arena
brings vast volumes of jeers. It
isn't the bull that is being jeered,
however, but the management for not
getting better bulls. One recent Sun-
day two bulls in succession were un-
satisfactory to the crowd, whereupon
a small revolution took place.
Cushions and pop bottles flew from
thousands of waving arms, at the
bull fighters, the bulls and the horses.
All the humans in the ring took to
shelter, including the great Gaona,
himself, who used to be a bootblack
but now gets \$4,000 for each Sunday
afternoon's work, outslarying Caruso.
The uproar grows. The judges hang
up a sign, "3500 fine for throwing ob-
jects into the ring." Immediately the
crowd commits about \$5,000 worth
of that offense back into the seats.
Gradually dawn the man gets his hat
back again, and the bull fight goes
on.

No beer bottles or cushions for
Gaona now. The air is filled with hats,
flying into the ring. Gaona is a fa-
vorite again. "The crowd has forgiven
attendants rush into the ring and
throw the hats back into the seats.
Gradually dawn the man gets his hat
back again, and he'll make trouble for
the management, and the bull fight goes
on.

most remarkable toreadors. Mexico has
ever produced. Even Spain has idol-
ized him. He seems to hypnotize a
bull. Standing firmly in one spot, he
forces the bull to run in rings about
him, chasing the red cape which he
swirls with an indescribable grace.
Often he hides the cape behind him
and faces the bull. The animal
seems to have no hatred for him but
it stands there, waiting for him to
produce the red cape again. Not in-
frequently, at such moments, Gaona
will draw a white handkerchief from
his pocket, shake out its folds and,
walking up to the bull, wipe its fore-
head of supposed perspiration and
then wipe the real perspiration from
his own. The demented bull will make
no move at him until he sees the red
cape again, though it will charge on
any other man in the ring. It is his
secret of understanding bull character
and bull psychology that brings
Gaona the vast salary he demands
and has made him almost a millionaire
at 28 years.

HAS NEW DISCOVERY FOR REDUCING FLESH

Paris, Feb. 28.—Fat folks, atten-
tion! If you would be thin have your
doctor put platinum under your skin.
Dr. Tissier here declared that after
many experiments he has succeeded
in reducing bulky persons' weight by
hyperdermically injecting from five to
ten cubic centimeters of an isotonic
solution containing 0.25 grammes of
platinum per litre.

FORMER M. P. CALLS MILITANTS MARTYRS



George Lansbury, former Labor
member of the British house of
commons, is now on a lecture tour
of the United States, speaking prin-
cipally in behalf of the militant
movement for woman suffrage in
England. Mr. Lansbury is a great
admirer of Mrs. Emmeline Park-
hurst and says that when the women
of England get the ballot it will be
due to the militant movement. It is
his opinion that the suffrage question
was never really alive in this country
until the militants made their ap-
pearance in England.

GERMAN SCIENTIST HAS NEW CURE FOR ANIMAL DISEASES

Fatal Spread of Foot and Mouth Dis-
ease Among Cattle in Germany
Attracts Attention.

[BY ASSOCIATED PRESS.]
Berlin, Feb. 28.—Cattle raisers in
Germany are eagerly awaiting a de-
cision by the government as to the
cure for foot and mouth diseases an-
nounced recently by Prof. Ludwig
Brieger, a distinguished German
scientist and his assistant, Dr. M.
Krause. The remedy is called ty-
posafrol, and is a derivative of saffron.
It is administered easily by mixture
with the water which the cattle
drink. The formula has not been
made public, however, and there is a
division of opinion as to whether an
effective check has been discovered
for this cattle plague which costs
stockmen all over the world millions
of dollars annually.

As previously reported, it is cal-
culated that 290 head of cattle were suc-
cessfully treated in recent experi-
ments here, and that the remedy has
been adopted by the government.
Reichstag have asked the govern-
ment to investigate the remedy. With
a view to acquiring control of it if
effective, and furnishing it to cattle
raisers at a low price.

Compete Cure.
Prof. Brieger, who also recently an-
nounced a new method of treating
sleeping sickness, is one of a large
band of investigators who have been
giving their attention to the foot and
mouth disease germ, whose identity
was only recently established by a
Swiss scientist. Dr. Brieger believes
that his discovery may not only be
effective against the foot and mouth
disease, but against other germs, to
which the blood of cattle is subject.
It only his claims as to the former
are borne out, however, that the cure
alone will be sufficient to confer a
real boon to humanity for the disease
has been one of the great factors in
the high prices for meat.

Many Are Affected.
A widespread epidemic of the dis-
ease occurred in 1900, 4,000,000 cat-
tle were affected in 1909 and 1,000,000
in 1900 notwithstanding the most rig-
id quarantine measures and the
slaughter of whole herds of animals.
and three years ago the pest again
swent through the empire. Great
numbers of farms are still infected.
The disease has even become a fac-
tor in politics, furnishing the basis
for a great conflict between the gov-
ernment and the agrarians on the
one hand and the socialists, radicals
and other representatives of the mid-
dle and industrial classes on the
other. The latter assert that the regu-
lations closing the frontier to all for-
eign live stock are absurd in view of
the fact that the herds of Germany
are more extensively affected than
those of most of the countries from
which importation is possible and
that the bars are kept up merely to
bet the landowners get high prices
for their meat. The demand for the
raising of the quarantine, particularly
against such countries as have for
years been entirely free from the dis-
eases. The government and the agrar-
ians admit a number of the countries
against which the quarantine is rig-
idly enforced are absolutely free from
the disease, but quarantine against
all is essential to a successful cam-
paign.

Kills Many Deer.
A new epidemic of the disease is
reported from the hunting reserves
of South Germany, where deer are
dying in large numbers. The loss in
the Rhine provinces alone is already
estimated at nearly \$250,000. The
deer of Wurtemberg, Baden, Hesse
and Lorraine are also seriously af-
fected. And yet the disease appears
not to have reached the hunting re-
serves of North Germany. Venison
is as cheap in Germany as any meat
and cheaper than some, and vast
quantities of it are sold. The spread
of foot and mouth disease to the hunt-
ing reserves will bring a marked re-
duction in the empire's meat supply,
and the problem of combating it
successfully among wild animals is
difficult.

Plan Factory Hospital.
The Northwestern Iron & Steel Co-
operative Association, embracing all
the metal-working factories of Berlin,
has bought a 214-acre farm near the
city and will equip it for taking care
of the victims of factory accidents. A
hospital for badly injured men is to
be provided, and for less seriously
injured women and convalescents
special quarters will be built. Partic-
ular benefit is expected from light
gardening in cases of traumatic neu-
rosis, a common sequel of injuries in
this line of work. All patients will
be cared for free of cost, and convales-
cents capable of working at garden-
ing, fruit culture or other light farm
work will receive wages.

The association plans eventually to
establish a farm colony where those
victims of accidents who require a
long period of convalescence can set-
tle with their families. It is planned
to build small houses, a quarter to a
half acre, according to the size of the
house and the number of persons oc-
cupying it, and to charge for all this
less rent than the family would have
to pay in the city. For its restricted
purpose the colony will be given to
raise poultry, rabbits and goats, and
trained gardeners will be at the
service of the tenants.

PASTOR WHO SAID "DAMN!" WILL RESIGN TOMORROW

[SPECIAL TO THE GAZETTE.]
New York, Feb. 28.—The Rev.
Charles W. Quinn, pastor of the Re-
formed Episcopal church on Leonard
street, Greenpoint, spent today pre-
paring his "valedictory" sermon in
that pulpit. Dr. Quinn planned to
resign tomorrow upon the suggestion
of Bishop Radoh of Manhattan, fol-
lowing charges by some members of
his congregation that he said during
a conversation, "You are damned," or
"I'll be damned." Quinn today again
explained that he did not say either.
He explained that he did say "there
are lots of things a damned sight
worse than dancing." He explained
thus: "But I used 'damned' in the
past tense, which the dictionary tells
you means condemned, detestable.
Therefore I did not use 'damn' as a
swear word. There was no profan-
ity." Scores of Rev. Quinn's parish-
ioners fought the action of certain
church officials against the young
pastor, and they used every influence
to keep him from resigning, declar-
ing he has greatly increased the mem-
bership of the church.

WILL PAY PENALTY FOR MURDERING GIRL IN ELECTRIC CHAIR

[SPECIAL TO THE GAZETTE.]
Newark, N. J., Feb. 28.—Some time
during the week beginning tomorrow,
Adolph Kubaschki, who shot and killed
Mrs. Marie Belinska in his room on
April 10, last, will expiate his crime
in the electric chair. Kubaschki at-
tempted suicide after killing Mrs. Be-
linska, and hovered between life and
death for weeks.

AROUND-THE-WORLD CHASE FOR WHALES



Read of Killer Whale
"The Wolf of the Sea"

**Thrilling Adventures of Mr. Roy C. Andrews of the
American Museum of Natural History, In
His Quest for Rare Specimens of
The Whale Family.**

MIGHTY hunters who return
from the fastnesses of the
mountain and jungle thrill
their auditors with tales of
their prowess in bringing to earth the
big game there encountered. One
mighty hunter, none other than
Erwan Tumbo, a title bestowed upon
our illustrious ex-President, Theodore
Roosevelt, by the gun-bearers and
beaters who accompanied him in the
wilds of South Africa, filled many
volumes with his exploits while there.
Other hunters who have shot lions
and tigers in India had no less enter-
taining and thrilling stories to relate
when they returned to civilization,
but it has been left to Mr. Roy Chap-
man Andrews, assistant curator of
mammals in the American Museum of
Natural History, to tell of the har-
rowing and nerve-racking experiences
he had while chasing whales of every
species in every quarter of the globe.

Only recently, Mr. Andrews re-
turned from a trip to Alaska aboard
the yacht Adventures, owned by Mr.
John Burden, of Chicago, who took
several of his friends on an adventur-
ous turn of mind to observe Mr. An-
drews in pursuit of the bowhead
whale, his favorite quarry. Due to
the unprecedented climatic condi-
tions, the trip was not a success, that
is as far as the bowhead whale is con-
cerned, for the presence of ice floes of
unusual proportions prevented the
hunters from proceeding north of the
Fribolot Islands, where this Govern-
ment maintains its fur-seal breeding
grounds. The voyagers were warned
by a revenue cutter returning south
that should they attempt to navigate
these waters at this time the expedi-
tion could only end in disaster. While
Mr. Andrews was keenly disappointed
at not procuring or even sighting a
specimen of this much-coveted vari-
ety, he was highly gratified by his
success in making a number of rare
photographs of whales of other va-
rieties, as well as of seals, all of which
were taken in the farthest reaches of
the Bureau of Fisheries in Washington.
Many of these prints, Mr. Andrews
says, shed an entirely new light on
the customs of these deep sea dwell-
ers and he feels that he was amply
rewarded for the time and patience
thus expended.

Undaunted by their failure to get
a bowhead whale Mr. Andrews and
his comrades shot quantities of caribou
and Alaskan brown bear, one of the
latter weighing 1,500 pounds and
measuring thirteen feet from tail to
muzzle. While in these waters Mr.
Andrews and his friends experienced
a thrill they will long remember, and
this is how Mr. Andrews tells it:

Adventures With Harpoon.
"We were speeding along in a small
boat following a hump back whale
through the waters of the Uyak Bay.
This whale was a speed maniac of
the most pronounced type, for he took
us as merrily as a clip as I care to re-
member. Suddenly from a clear sky a 'willy-
wally'—a squall—hit us and before
we knew it our boat was capsized.
These squalls drop like a bolt from a
clear sky, blowing up from the moun-
tains to the south of us and propelled
with a velocity and fury of a ty-
phoon. The yacht with the rest of
the party aboard was several miles
to the south of us and for upwards of
an hour we battled for our lives in the
icy waters which had been lashed by
the wind and a deluge of rain. Every
one of us was nearly exhausted when
help came, but as desperately as we
were struggling for our lives we could
not fail to be fascinated by the an-



First White Whale
Ever Taken for a Museum

**Dissecting
Hump Back Whale**

**Head of the 60 ft. St. Philip
Bottom now in the Museum**

**Towing in sperm Whale
Now in Museum**

was wounded, and the tremendous
amount of blood it lost, seemingly,
had no weakening effect upon it, and
the race would be renewed with re-
doubled speed and fury.

"The first shot imbedded itself in
the whale's flank at about ten o'clock
in the morning, and it was not until
night was about to close down that
exhaustion overtook our prize, and it
curled up in its death throes and sur-
rendered to the desperate onslaught
we had made upon it. Every man
aboard ship had been wrought up to
the highest tension and not one of
us had left the howl of the boat long
enough to go below for food or dry
clothing. At several intervals during
the chase we slaked our thirst with
beaming coffee which the cook
brought us and when our prize finally
collapsed we were too worn and ex-
hausted to attempt to cut it up and
procure the head which later I pre-
pared for its presentation to the
American Museum, where it now
reposes as one of our choicest exhib-
its. We came to for the night and
made fast our prize, deferring to the
next morning the task that lay before
us. Time and again that whale, al-
though unto death charged our ship
with such relentless fury that every
man of us aboard her was in terror
that we would be wrecked, or
swamped should it succeed in getting
beneath our bow. Our lives alone
were saved by the splendid marksmanship
of the man who operated the
harpoon gun, for every shot he fired,
that day sped true to the mark until
not a harpoon or a foot of line was
left aboard."

"We were two hundred and fifty
miles away from the point where we
first took up the chase and it must
be remembered many times in the
course of the chase the whale doubled
until it was within a few miles of
almost twice its distance.

"Our prize weighed seventy tons,
and he was well worth the thrills and
the trouble he gave us. He was but
one of many merry whale boys I
have participated in in various parts
of the world, and but for a lack of
time I could tell you of scores of in-
stances where we looked death in the
face when in pursuit of some much
coveted monster of the deep."

Homes of Character

J.M. BOSTWICK & SONS.

Our Great Second Floor

We make homes cozy because it is our business to do so. There exists in the heart of every home-loving woman the desire to have everything properly harmonized and blended thus making the home comfortable and attractive. We know of no other store which so fully comprehends the requirements for artistic decoration of homes of every class or which provides so lavishly the needed materials.

VAN POOL BROS., BUILDERS

When This Appears On Your Contract,
Your Building Worries Are Over.

17 N. River St. Both Phones.

New Furnaces. Old Furnaces Repaired.
All Kinds of Tin Work.
Expert Workmen.

TALK TO LOWELL



Mazda Tungsten
Electric Lighting
Your Store Will Attract More Trade.
Janesville Electric Co.

THE SNOWS OF WINTER

point out the imperfections of your roof. If you had put on the right roofing in the first place you would have no troubles now. We repair all kinds of tin and sheet metal work and make up special cans and tanks upon order.

NO JOB TOO SMALL OR TOO LARGE.

E. H. PELTON

West Milwaukee Street. Repairs of All Kinds.

WALL PAPERS, PAINTS, PICTURES

Everything that goes to make the home beautiful. Diehls can supply you with valuable suggestions and can save you money. We'll be glad to furnish you with ideas that you may desire and make no charge for this service.

G. W. DIEHLS

THE ART STORE. 26 W. MILW. ST.

J. A. DENNING Master Builder

Carpenter and mason work a specialty. Work done by experts and satisfaction guaranteed. Cement blocks manufactured to your order—best quality—prices moderate.

60 S. FRANKLIN ST.

BOTH PHONES.

Electrical Supplies and Appliances

ELECTRIC WIRING ELECTRIC FIXTURES.

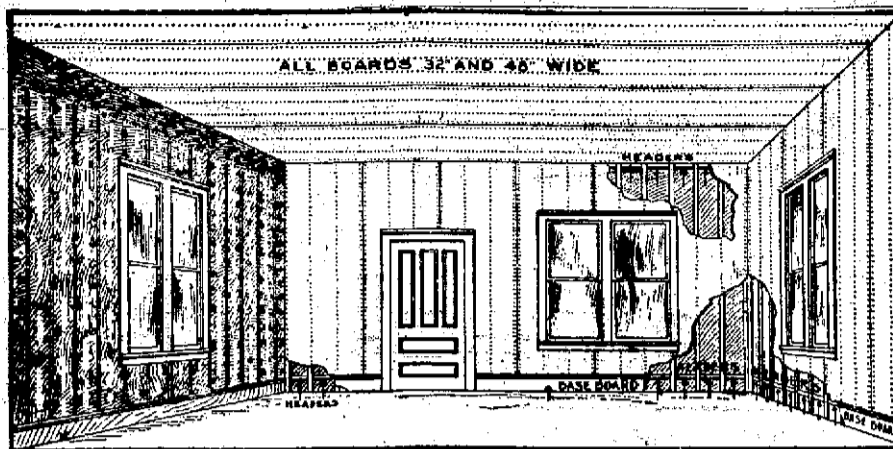
Electricity For the Farm Home

If you are intending to build a farm home this year, write me for information regarding my Electric Plant for Farm Homes. These plants are complete in every respect; with one you can light your home, barns and outbuildings with electric light at small cost.

M. A. JORSCH

PRACTICAL ELECTRICIAN. 422 LINCOLN STREET. BOTH PHONES. JANESVILLE, WIS.

Field Lumber Co.,



Sole Agents For B-D Wall Board

A DUTCH COLONIAL HOUSE

By John Henry Newson

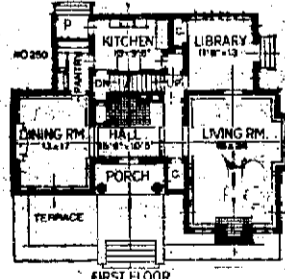
"Home of Character" No. 250



"Homes of Character" No. 142 which was illustrated and described in these columns on Saturday, February 21st, has brought many requests for a similar but smaller house from Gazette readers who felt that the house was too large and expensive for their needs. Mr. Newson has developed several modifications of No. 142, one of which, No. 250, is illustrated today.

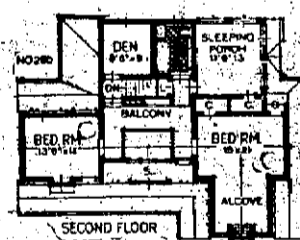
In No. 250 the essential features of the original plan are retained, while the exterior is carried out along Dutch colonial lines. The room sizes are somewhat reduced, and a number of minor changes made in the plan. By these changes the cost is reduced to about \$6000. The exterior is covered with wide shingles, painted white; the roof shingles are stained green. The entire interior would be most appropriate in white enamel, though various hardwoods in natural finish could be used.

No. 250 is 46x38 feet. Cost \$5000 to \$6000.



Don't overlook the fact that as a Gazette reader it is your privilege to consult Mr. Newson concerning any "Home of Character" without charge. Just address your letter, giving the number of the house, to

John Henry Newson,
"Homes of Character Dept.,"
The Gazette.



The Cheapest Hot Water in the World

can be obtained by using a Humphrey No. 6 Instantaneous Water Heater. Install one in your new home.

A Bath For 2c

You strike a match—turn on the gas and water together at one handle and in exactly 7 seconds, scalding hot water pours from the heater. This continues until, with one turn, you shut off the gas and water together.

Price \$27.50.

(Connected by your plumber.)

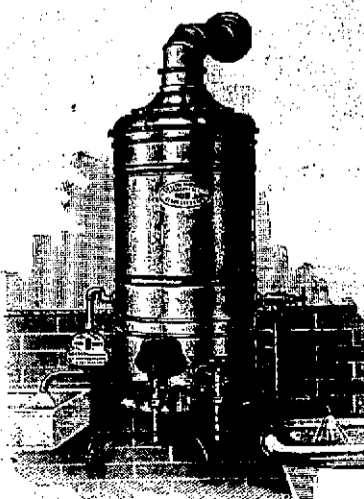
A whole year to pay for it.

The New Gas Light Co., Of Janesville

No. 7 No. Main St.

Both Phones No. 113.

"All Kinds of Gas Comfort Makers."



Corbin Builder's Hardware

Corbin Hardware combines beauty and artistic quality with the utmost practical service. Its use throughout a building is a guarantee of quality that adds to the selling value and is an insurance against repair cost.

Corbin designs include several examples of each period and school of architecture to harmonize with any style of building.

H. L. McNAMARA

If It Is Good Hardware McNamara Has It.

LANDSCAPE GARDENING

Let us make the surroundings of your home beautiful Hardy Roses or Ornamental Shrubbery of every description. Moderate prices for this work.

JANESVILLE FLORAL CO.,

Edw. Amerpohl, Prop.

50 So. Main St.

Both Phones.

GREAT NORTHERN LIFE

INSURANCE COMPANY
OF WAUSAU, WISCONSIN.

ORVILLE BROCKETT

Both Phones.

510 Jackson Bldg.

Are You an Exception?

Usually in Spring there are a lot of repairs to make around a house, barn or other building. Any needed around your place? Damage by storms? Or defects you found this winter when sticking pretty close to home?

Look Your Buildings Over

See what needs fixing.

Then Fix

It will cost you less to repair now than next year.

For all repair work insist on good material. If possible, have it better than the original.

Come to us with your needs. We'll use our knowledge to give you the best materials for your purpose. The price will be reasonable, too.

WE GUARANTEE SATISFACTION.

Brittingham & Hixon Lumber Co.

QUICK DELIVERERS BOTH PHONES 117.

Save Money On Rugs

This is a good time to figure on purchasing rugs for spring. This month during our special sale we are making some very strong price inducements on Carpets, Curtains and Rugs.

T. P. BURNS

DRY GOODS, CARPETS, MILLINERY.

Hanson TABLES FOR THE HOME

Hanson Tables are made right here at home and are noteworthy for the excellent quality built right into them. We have a number of models on our floor at all times.

W. H. ASHCRAFT

FURNITURE RUGS UNDERTAKING
104 W. MILW. ST.

HOLLOW WALL CONCRETE

White brick, tile and block manufacturers are making their units, we are building the wall and so do not duplicate labor and cost of handling and make the jointless wall. Thus our method supercedes their entire unit system.

WM. J. MCGOWAN

BUILDER

200 Randall Ave.

New Phone Black 1259.

WM. HEMMING

Painting and Decorating

We carry everything in Varnishes, Paints, Oils, Plate and Window Glass. Call and see us before you let your work.

56 So. Franklin St.

MARCH FURNITURE SALE

Ashcraft's Annual March Sale

Thousands of People Have Voted These Annual Furniture Sales of Ashcraft's to Be the Greatest of All Furniture Sales

Sale Starts Monday, March 2, Ends March 31.

WE announce it some days ahead of the date so as to let everyone know about it in time to be there the first morning. This year the sale bids fair to be the best and biggest and most successful we've held. It is larger in quantity and variety than ever before. The furniture is of the same high quality we sell all the year round—furniture better than the ordinary sorts, not only on account of good workmanship, but because of especially good styles. This is the greatest furniture event of the year. It is vast in magnitude, unrivalled in value giving. No one with a furniture need will wisely miss the opportunities it presents:

Viking Book Cases

In sections. Are superior. Absolutely dust-proof—tops are doubly so. Disappearing doors with patented door equalizer—smooth running, noiseless, non-binding and removable. Doors air cushioned which prevents slamming and breaking of glass. Each section fits accurately—no unsightly metal bands spoil the artistic appearance. Start with one section and increase as you need to. The cost is small. See our next advertisement for prices.

Hanson Tables.

Hanson Tables are honest tables. Their worth is well defined. Designs are beautiful and up-to-date in every respect. They add to the attractiveness of any dining room. A complete assortment in this sale. When you see the handsome styles and attractive prices you will have no other. Sideboards, buffets and diners to match, all at sale prices. See prices in our next advertisement.

Parlor Furniture

In Mahogany Frames, Upholstered in Leather, Plush, big values. A number of Parlor Divans and chairs at prices that are really below actual cost. Rockers include all styles and prices. Included are some excellent styles in Mission Finish, either Wood or Leather Seats. See our next advertisement for list of prices.

MATTRESS BARGAINS Note Prices Specially Quoted.

An exceptional showing of mattresses, all kinds and prices from \$2 upwards. Our lines include the best mattresses in this country. The famous Stearns-Foster and Ostermoor mattresses can be obtained in Janesville only at this store. Besides these exceptionally high grade, elastic felt mattresses we have a high grade felt mattress made by Stearns-Foster for us and known as the "Ashcraft Special." It is our regular bargain mattress at \$12, can be had here only. All next month we will sell the "Ashcraft Special" at \$8.00. Also a regular \$9 mattress at \$6.00. There are no better values offered anywhere at any time.

High Class Upholstering---Special Prices

During this sale we will make to your order a Box Spring Mattress, better known as "Box Bed," your choice of color or ticking at the unexampled price of \$10. They are always sold at \$16 and \$20 each. Our upholsterer knows how to put brains into the job. You'll be pleased with the work. We control the services of the best upholsterer in Janesville. He's an expert at making over and re-upholstering couches and parlor furniture. He'll gladly call at any time with a full line of samples and quote you prices—cheerfully.

Kelly Comfort Chairs (Automatic)

Are large, handsome, comfortable and luxurious. Instantly adjusted to any easy positions. A most comfortable and desirable chair for invalids or convalescents. They add elegance and pleasure to the home. One hundred different, distinct styles. Special sale prices in our next advertisement.

Brass and Iron Beds

The largest variety of Brass and Iron Beds we have ever shown. Iron beds in all colors and the Vernis Martin finish and in all sizes. See prices in our next large advertisement.

Go Carts and Baby Carriages.

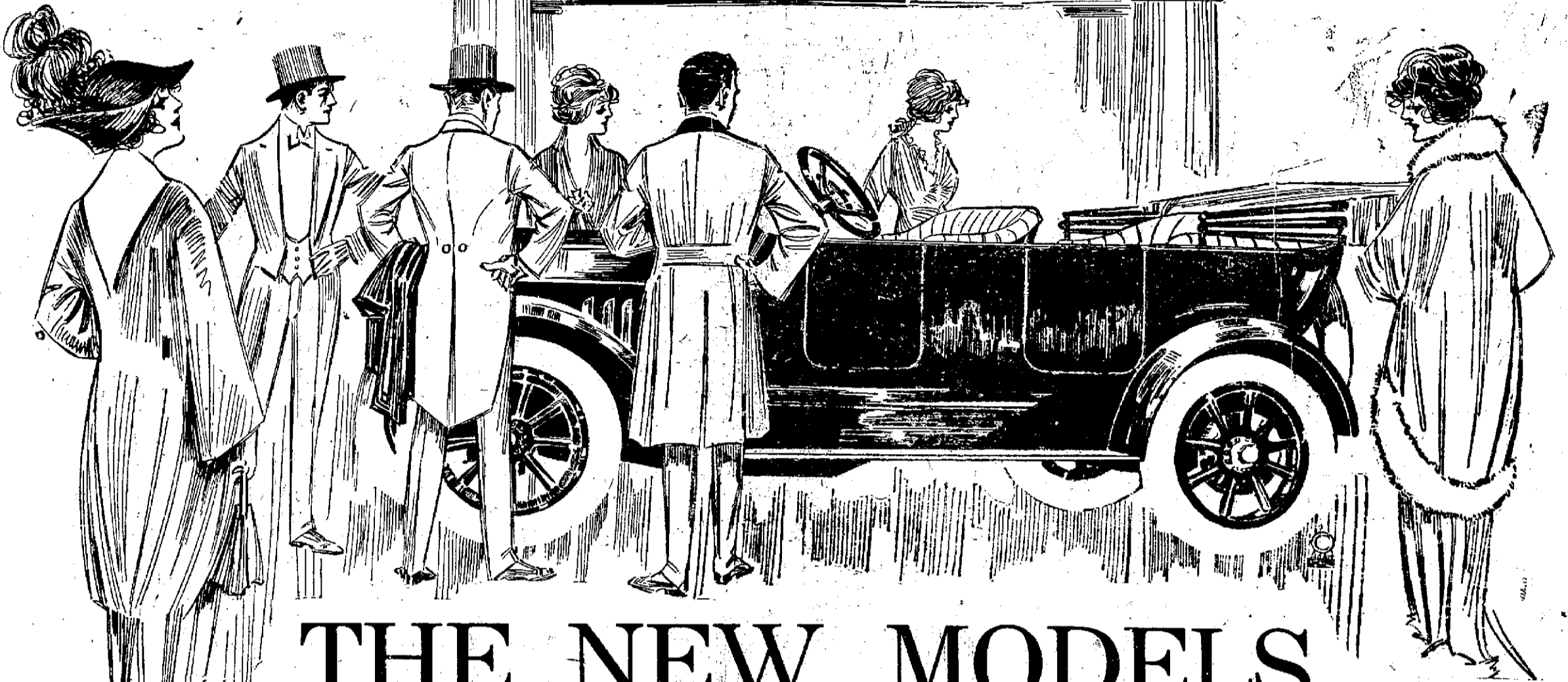
This sale includes our entire line of Go-carts and Baby Carriages including the famous Sturgis Cart, the Cart with the Luxury Springs and Back, the most durable and handsome Cart made. See prices in next advertisement.

McDougal Kitchen Cabinets Included In This Sale. The very best kitchen cabinet made, and will be included in the sale at sale prices. We have a shipment on the way which will be here in a few days. If they are not here when you call you can leave your order and we will reserve one for you when they come. It is but recently that we changed to the McDougal, but investigation showed us that the McDougal is a better cabinet than the one we were handling and wanting our customers to have the best the market affords, we changed to the McDougal.

W. H. ASHCRAFT

FURNITURE RUGS & UNDERTAKING. BOTH PHONES. 104 W. MILW. ST.

Automobile Number



THE NEW MODELS — AT THE — KEMMERER GARAGE

OUR model show room is a place of special interest to motorists these days; showing as it does the new 1914 cars in various models resplendent in their freshness, and delightful to the eye. But the worth of the cars we sell is deeper than the mere paint and graceful lines, it goes right into the very heart of the car. Before we offer to the public a line of cars for their consideration our years of experience is brought to bear in rigid investigations of the mechanical features of the car and those lines which follow our ideas, and are known to be safest, the least wasteful of power and the most conducive to the comfort of the passengers, are selected. We offer for your consideration the three lines listed below, the best of their respective kinds that the country affords. (Signed) **E. A. KEMMERER, Prop.**



ASK ANYBODY about the Cadillac.

They will tell you—

That the acme of motor car luxury, contentment, long life and economy are the dominant characteristics of the Cadillac; and they are characteristics not obtainable to so great a degree in any other car.

That those who are within the World of Cadillac ownership are enjoying luxuries of travel to which you must remain a stranger so long as you are outside of that world.

This is full of meaning and full of fact.

A single ride in the Cadillac will convince you of its truth.

The Cadillac neither drives nor rides like any other car. The luxuries of motoring which distinguish the Cadillac are obtainable only in the Cadillac.

You doubtless know the Cadillac by reputation—you know it is a good car. Perhaps you have made up your mind that your car will be a Cadillac. If you don't already know that the Cadillac is the best car for you to buy, we have failed to get before you the real facts about the Cadillac.

PRICE \$1,975

Buy an automobile as you would a bond—study the security behind it.



For Milady's Pleasure

The Detroit Electric is the very best town car made. It sells two to one of any other make wherever electric cars are sold. The driver of a Detroit Electric owns the best the world offers. The Detroit Electric is equipped with the famous Detroit Electric Duplex Drive and Worm Gear Axle. The battery is guaranteed and is accessible by raising hoods. Has electric operated hand brake; longer wheelbase, yet 12 feet shorter turning radius; large tires; larger brakes; Patented Rain vision shield; More Exclusive Appointments; Deep Turkish Cushions; Clear Vision or Unobstructed View for operator; Aluminum Top, Fenders and Window Frames; Great Speed and Lighter Weight; Second hand value or Resale Price is from 30% to 40% greater than that of any other Electric Automobile.

PRICE \$2,550 to \$3,000

Buy an automobile as you would a bond—study the security behind it.



The Star of the Season

The Maxwell 25-4 at \$750 is easily conceded the star of the season in motordom. It was the center of attraction at all the big automobile shows—there's nothing on wheels that can compare in value with this car. Power, quality and finish—you can't equal the Maxwell 25-4 anywhere at its price. Study closely, critically that wonderful piece of engineering—the Maxwell "25" chassis and you'll say "it's the best I've seen." Maxwell light weight, on tires of ample size cut down tire cost to the lowest point—half that of the average car of the size. Maxwell flexibility and gasoline economy, is the result of careful study of how to obtain the best running motor with the least expense to the owner. In every detail of body, finish, upholstery and trimmings the Maxwell 25-4 ranks with cars of much higher price.

PRICE \$750

Buy an automobile as you would a bond—study the security behind it.

HOW TO GET GOOD AUTOMOBILE ROADS

Combined Efforts Rather Than Patriotism Will Bring Quick and Profitable Results to Every-one.

The job of the advocates of good roads is to sell the taxpayer and the voter on this proposition:—"My dear sir, the little that good roads in your county would cost you personally amounts to nothing compared with the amount good roads would add to your net yearly income."

Whenever you show a man that by giving you a quarter he can obtain in return from you seventy-five cents, he is going to come across with the quarter. Tell him that if he will give you a quarter it will go into a fund to purchase an American flag to hang over the Sultan of Turkey's front door, and he will probably keep his quarter. There has been too much sentiment in this good roads solicitation. The tendency has been to ask support for good roads on the basis of patriotism. Farmers have been told that they should support good roads in order that America might keep pace with Europe on a basis of inter-provincial communication. There is no room left for the spread Eagle stuff. They have even cut it out of Fourth of July speeches. We love our flag, probably more than ever, but these days, instead of showing our appreciation of the Stars and Stripes by opening our mouths, we accomplish the same result in a greater way by opening our pocketbook. Instead of stating out a cold rate for hours to see the President rush by in an electrically heated limousine, we ride down to the Court House and pay our taxes like real patriots.

America is essentially a commercial nation.

Good roads, therefore, if they are to be general, must be advocated on a national basis.

If this national appeal is to strike home it must be practical one.

The practical phase of good roads is obvious.

Good roads increase property valuation—a piece of real estate is valuable, as a rule, in proportion to the number of people who pass it daily. Town property will increase in value as the town becomes more important, as the people coming in contact with the town increases numerically and that is exactly what happens to a town when farmers can get to it. Good roads leading into a town mean wealth coming into the pockets of its local business men. Country people come to town to spend money. Good roads give country people an added incentive for coming to town and spending their money. If you are a town merchant or a town banker you want that great wealth of the country diverted your way, support good roads.

It's the proper business thing to do.

But, of all those who make money out of good roads, the farmer reaps the biggest benefit. Suppose you own a farm of one hundred acres. Suppose a road skirts it on one side—one mile of road, let us say. Suppose a road skirts it on one side—deep in the winter. Then suppose the county should change it to a good macadam pike and that your share of the expense amounted to \$100—of course you know the gross expense would be borne by the township on a basis of the total physical valuation.

When the road is finished your farm will actually be worth something like five dollars more on the acre—the in-

creased ease and frequency with which you are now enabled to get to your place of market, assures you an increased earning capacity of at least five dollars per acre on your hundred acres. Thus, by expending \$100 you have put \$500 in your pocket, and you will probably have obtained the greater part of the \$500 before your road tax is payable.

Then Mr. Farmer, figure it this way. If our great proposed national highway goes through a little of that money of yours which the government compels you to pay in the form of tax, will possibly be spent on that road right in front of your house—if not there, on a road which will be easily accessible to you.

Good roads are not a liability—they are an asset. They don't cost you money—they make you money. It isn't a question of whether or not you can afford good roads—the question is, how in the world can you get enough together to do without them. Lack of good roads costs like the mischief. The most expensive road in the world is the one you can't use. Bad roads wear out wagons, ruin horses, make it impossible for you to get to town when your farm stuff will bring the top-notch price, depreciate the value of your land, tend to make you a hermit, to keep you out of touch with things, and thereby to make you a poorer money maker.

When the transcontinental roads are finished you will be on the main line with San Francisco and New York. Tourists will pass your door daily and either leave some of their money with you or with the fellow down the road a little way who owes you money, and who will thereby be made more able to pay you.

The completion of these roads will make a metropolitan man of the farmer. It will tend to make city values of farm values. When the big roads are done, you can devote yourself a little more to truck raising—that most valuable pastime of the real farmer—and you can truck to town while it is still fresh and while it will demand the best price. You can make more money off your cows because you can haul fresh milk to the creamery—this is much better than churning it yourself—it means less work and more money and quicker money.

For the life of me, I cannot see why every man with an axe to grind isn't out fighting for good roads at this moment.

The way to get them is easy. Just get after your Congressman.

Write him, wire him, and instruct him to support any governmental move aiming toward good roads.

Why? Because the automobile industry is selfish and wants the increased business that good roads would create.

The farmer ought to and will support good roads for the same reason. The townsman ought to and will do the same.

But when, some are on the job now. Some see things more quickly than others—that's why some are richer than others.

The bankrupt is always a near sighted man.

The rich man is always the man who knew what was best for him and who did it.

Good roads are best for all of us. We'll build them—when those with the vision take the blind by the hand and lead them over to the adding machine, and show them how to increase the grand total.

Out with the patriotic generalities and get down to cases. The way for this country to make more money is to build roads—good roads—and every-

day the mud stays on we all miss a lot of possible profits.

The way to attract a man's attention is not to him, but hit him on the pocketbook. Say to him, "If you do so and so that old wallet of yours will fill up."

It takes the prospect of wealth to get action.

The quickest way to start a riot is to throw small change into the rabble.

The quickest way to start good roads is to go around the country making a noise like a bank roll.

That'll fetch them.

THE PROPER WAY TO CROSS THOROUGHFARES

Appended is the law, which forbids the crossing of streets in a fashion that menaces life and limb, in Milwaukee, which should also apply to the corner of Main and Milwaukee streets in Janesville.

"On that portion of Wisconsin street and Grand avenue, extending from the east side of Jefferson street to the west side of Eighth street, no pedestrian shall cross any street in-

tersection diagonally, and pedestrians shall be allowed to cross such inter-

section only at right angles.

"Any person who shall violate any provision of this ordinance shall forfeit to the city of Milwaukee a penalty of not less than \$5.00 nor more than \$50.00 for each offense, together with the costs of the prosecution, and in default of payment of such penalty and costs such person shall be imprisoned in the county jail or house of correction of Milwaukee county until such penalty and costs be paid but not for a longer period than thirty days.

PERMANENT BASIS OF AUTOMOBILE BUSINESS

In no city in the northwest is the automobile business assuming more permanent proportion than in Janesville.

For less than eight of the local dealers own their own garages and with the completeness of the plans now outlined for the year none better can be found in the state.

The thousands of dollars represented in the buildings and equipment give a stability to the business that is gratifying and one that is a source of great satisfaction to prospective purchasers.

MAXWELL CAR FOR SERVICE

MACHINE IS BUILT TO STAND
ROUGH USAGE.

E. A. Kemmerer Distributor of the Maxwell in This Territory.

A cheap car is never cheap unless it is cheap in maintenance, dependable and thoroughly efficient. The cheap car must be built to stand rough usage than the car costing \$5,000, for such cars are driven by experienced chauffeurs and receive the care of a costly watch or other expensive piece of mechanism, while the cheap car is usually driven by the owner and receives only such care as he is able to give it from his other duties. The problem before the maker is, therefore, more difficult than that before the maker of the \$5,000 car.

President Flanders of the Maxwell Motor Car company, Detroit, a concern with \$27,000,000 capital and unsurpassed factory facilities, instructed his heads of departments to design a car with maintenance cast as their first consideration, and the result is the \$750 Maxwell, 25, with ample seating capacity and good riding qualities, a car that practically lubricates itself and is fool-proof in every part, and which is built throughout of the finest steel and at a price only possible through an output of 30,000 cars a year.

E. A. Kemmerer, East Milwaukee street, is the distributor of the Maxwell for this territory and has on display several models of this popular-priced car.

Cause of Misfiring.

Too much oil in the crank case will often cause misfiring, which is one of the most annoying troubles connected with a car. Care should be taken not to put too much oil in the case and at the same time get in enough thoroughly to lubricate the parts that are on the crank case for lubrication.

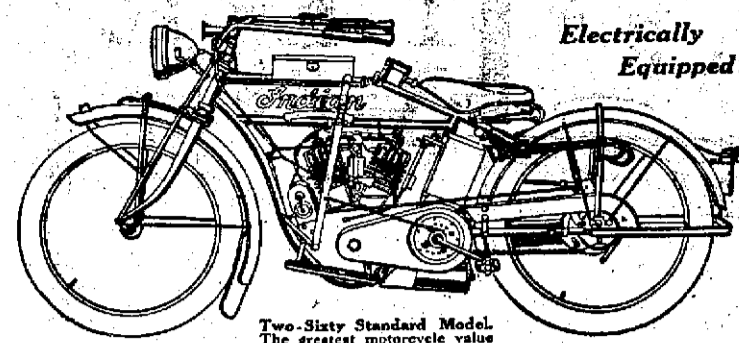
Automobile Repairing

Our work is expertly and skillfully executed. We have the knowledge, tools and equipment with which to turn out the very best kind of a job; for this work we make—but a reasonable charge. You'll be well satisfied with any work we do for you.

Edgerton Machine Works

F. P. CARRIER, Prop.

Edgerton, Wis.



Two-Sixty Standard Model. The greatest motorcycle value ever achieved. 7 H.P. Twin equipped with Electric Head Light, Electric Tail Light, Electric Signal, Two Sets Storage Batteries and Corbin-Brown Rear-Drive Speedometer. Price \$260.00. See Catalog for detailed description.

Indian MOTOCYCLES FOR 1914

60,000 brand-new red machines will go out over the Indian trails during the coming year—the greatest motorcycle production in the history of the industry.

They will flash forth fully armed with "Thirty-Eight Betterments for 1914!" Armed with powerful and beautiful Electrical Equipment! Armed with a New Standard of Value which must completely overturn all existing ideas of motorcycle worth.

All standard Indian models for 1914 come equipped with electric head light, electric tail light, two sets high amperage storage batteries, electric signal, Corbin-Brown rear-drive speedometer.

You cannot fully realize the 1914 Indian without a thorough study of the 1914 Indian Catalog. It makes plain a host of compelling Indian facts that all motorcycle-interested men can consider to their real profit. Send for the 1914 Indian Catalog—the most interesting volume of motorcycle literature you've ever read.

The 1914 line of Indian Motorcycles consists of:

4 H.P. Single Service Model	\$200.00
7 H.P. Twin Two-Twenty-Five, Regular Model	225.00
7 H.P. Twin Two-Sixty, Standard Model	260.00
7 H.P. Twin Light Roadster Model	260.00
7 H.P. Twin Two-Speed, Regular Model	275.00
7 H.P. Twin Two-Speed, Tourist Standard Model	300.00
7 H.P. Twin Hendee Special Model (with Electric Starter)	325.00

Prices F.O.B. Factory

EXCELSIOR BICYCLES

The new 1914 line includes many new features that are very attractive—the most attractive of which are the prices.

Repairs and Accessories

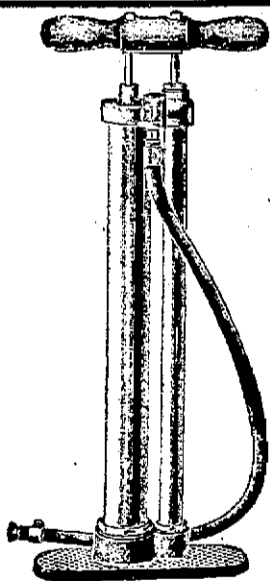
We carry a full line of all motorcycle and bicycle parts and accessories. Our repair department is complete and equipped to handle any work.

OUR GUARANTEE COVERS EVERYTHING THAT GOES OUT OF THIS SHOP

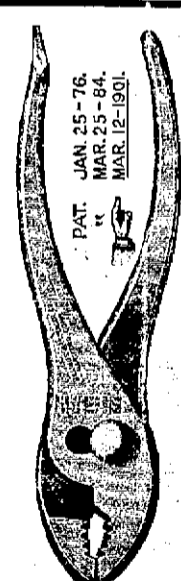
H. C. COX Corn Exchange Square

JANESVILLE AUTO SUPPLY COMPANY

9 NORTH BLUFF STREET



DOUBLE ACTION FOOT PUMPS.
Regular \$4.00 value. Our price, \$2.89.



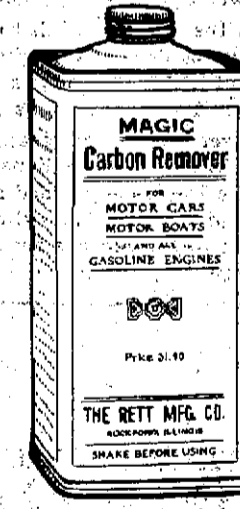
AUTO PLIERS.
Black drop forged steel. Heavy duty pliers. Our price, 25 cents.



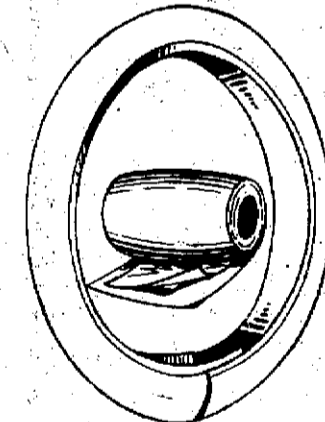
DRY BATTERIES.
High Test Fresh Stock. Our price, 20 cents each.



WHIZ NICKEL POLISH.
Three sizes: 25c, 35c and 50 cents.

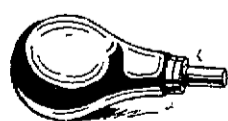


MAGIC CARBON REMOVER.
It thoroughly cleans all carbon from your engine and gives you more power and saves gasoline. \$1.00 can; our price, 80 cents.

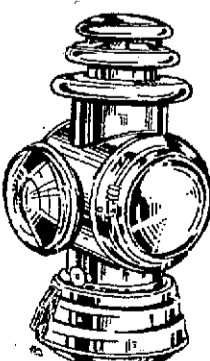


RELINERS MADE FROM YOUR OLD TIRES.

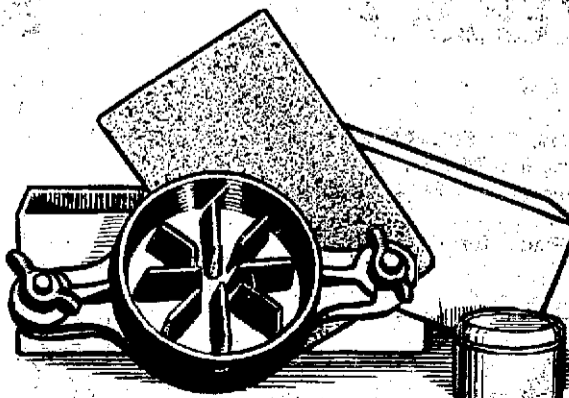
You cannot buy a ready-made reliner that will stand up as long and give you the service as these reliners, which are made from your old tires. Price, \$1.75. Bring your old tires along.



HORN BULBS.
Medium size, 80 cents.



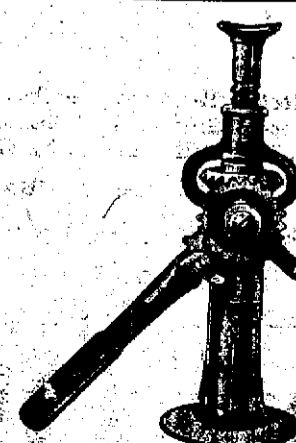
TAIL LAMPS.
Oil and electric, \$1.50 to \$5.50.



TOURIST VULCANIZING OUTFIT.
Every Auto Owner needs one. Regular \$2.00 value. Our price, \$1.30.



RELIABLE CEMENTLESS TUBE PATCHES.
Made of High-Grade Pure Para Rubber Gum and repairs a puncture or blow-out without the use of Cement. Price, 50 cents.



RELIABLE AUTO JACK.
\$2.50 value, for \$1.75



INNER SHOES.
Extra heavy weight; the kind that gives long service.
3 Inch Tire \$.70
3 1/2 Inch Tire80
4 Inch Tire 1.00
4 1/2 Inch Tire 1.20

Make this Store Your Headquarters When You Want Auto Supplies.

VULCANIZING AND TIRE REPAIRING
See Us Before You Have Your Tires Repaired

Oils, Greases, Tools and Tires.

SIMPLER OPERATION OF AUTOMOBILES

Thousands Buy Motor Cars Today
Who Once Fought Shy of Them.

It Wasn't Long Ago That Men Didn't
Feel Safe—Condition Changes.

Thousands of people are buying automobiles today, who a few years ago fought shy of them. They had the money and the inclination, but lacked the necessary confidence in the cars themselves. This was due in a measure to the complicated construction of the operating devices and the machinery in general.

Geo. M. Decker of the Janesville Motor Co., Overland agents, says this fault has been entirely eliminated in the modern automobile. "A man no longer worries about a hundred and one things while driving his car and does not have to familiarize himself with each and every little detail of its construction," said Mr. Decker. "After one or two lessons he acquires the necessary confidence and all that remains for him to do is to follow a few set rules."

"There was a time when a man did not feel safe in taking his family out unless he had an experienced chauffeur at the wheel. There were so many things liable to happen at a moment's notice, requiring the attention of a practical man, that he did not care to take a chance on his own meager knowledge of the car. But those times have passed. The young son or daughter nowadays is just as expert at driving as the father and it is a common occurrence to see the junior member of a touring party piloting the car across the country. In fact the operation is so simple that the father often finds the garage empty when he least expects it."

"Take the latest Overland model as an example of simple operation. Any person with an average amount of intelligence can run this car on short notice. There are but a few things to learn, first, the manipulating of the steering wheel, throttle and brake; second the use of the clutch and gear shifting lever. Get these two points firmly fixed in your mind and you have the secret of driving."

The announcement of the Overland line for 1914 attracting widespread attention all over the country, and the beautiful models at the Janesville Motor company are being given a close inspection by a great number of spectators. The new Overlands are an exemplification of the progress which has been made in the motor car industry in the last year, the cars containing every up-to-date feature of construction.

"Perhaps the most interesting and striking feature of the line is the Gray & Davis electric starter which is special equipment. When the Willis-Overland company planned its 1914 models it was decided to give the purchaser the option of an electrically started car or one in which the crank was still used. It was the belief of the officials that there were a great many people who did not care for the electric starter, but recent developments have shown that less than 5 per cent of the entire year's output of Overlands will have the cranking motor."

In designing the 1914 motor Overland engineers introduced some innovations in the application of the self-starter. The Gray & Davis company was asked to make a departure from their previous designs and provide a starting motor which would transmit its power through a silent chain instead of the gears heretofore used. In the previous models the starting motor was geared directly to the toothed flywheel on the engine. In the equipment of the 1914 Overland this gearing is done away with and the electric motor is driven from the front end of the crankshaft instead of from the rear. The speed of the electric motor is reduced through the use of a spur gear on the crankshaft and a large gear on the front end of the gasoline motor crankshaft. This new arrangement eliminates many of the impractical features in previous starter applications.

ALL CONVENIENCES AT KEMMERER GARAGE

Kemmerer Garage conveniently located on East Milwaukee street, is equipped with all modern conveniences for the handling of automobiles. Has ample floor space of steel and cement construction which eliminates the danger of fire and has also a special fire equipment. There are two large entrances so that one can drive in and out without having to turn around.

Its repair department is well equipped with a force of competent mechanics. There is a pleasantly arranged show room and offices, and it is convenient for out-of-town patrons who wish to wait for cars or have parcels checked.

Automobile owners who bring their cars to this garage to be washed are sure of getting the best service obtainable, as there are competent washers and a wash rack that has large entrance so that one can drive in and out without having to turn around.

There has been installed an automatic air compressor that furnishes ample pressure at all times which is free to automobilists and can be obtained either inside or outside. No effort has been spared to make this garage convenient in every way for its patrons and under the personal supervision of the management everything is as it should be, at all times.

The Lozier fills a want with those who desire and demand something better, something out of the ordinary. The Lozier light six made quite a sensation on the market as also did the four. The distinctive Lozier design is carried out in all models.

The 1914 Crow Elk-Hart line offers a wide range of choice. With three chassis and ten body styles, there is hardly an automobile want that cannot be met by the Crow Elk-Hart models will not meet.

A careful analysis of the motor car situation shows a decided tendency toward the 40 H. P. and 50 H. P. cars that are above the average in efficiency, durability and appointments. Each Crow Elk-Hart model is an automobile of quality and represents conscientious effort on the part of the maker to produce an automobile that will prove a satisfactory and profitable investment for the purchaser.

A Good Polish. An excellent compound for polishing the unpainted steel parts of the car, such as the tubing of the steering gear and the control rods, may be made by mixing soap and fine emery powder into a paste. This will remove any rust that may have formed and will leave the rod smooth without scratching it.

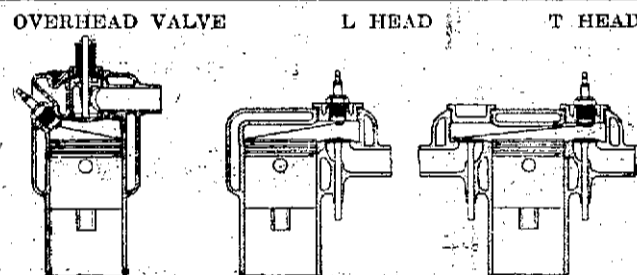
Sell second-hand autos through Gazette Want Ads.

THE CAR WITH POWER

Buick

THE BUICK OVER-HEAD VALVE MOTOR IS GUARANTEED TO DEVELOP MORE POWER AND TO GIVE MORE MILEAGE PER GALLON OF GASOLINE THAN ANY OTHER MOTOR OF ITS SIZE, EITHER AMERICAN OR FOREIGN MAKE.

THE MOTOR is the most intricate and expensive single factor in the construction of an automobile, representing in round numbers one-quarter of the cost of the finished product. With an electric self-starter built in, it represents even more. So much for money-worth. In point of service possibilities and general satisfaction, the motor represents more nearly 75 per cent of any automobile's value. The Buick Overhead Valve Motor is the big feature of the Buick construction. Such an engine, not by theory, but by actual proof of over 150,000 Buicks now in use, develops from 15 to 20 per cent more power than engines of any other type.



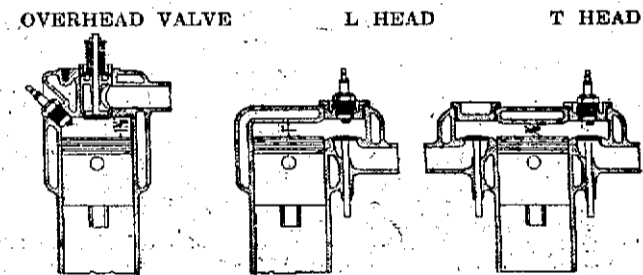
SHOWING COMPARATIVE DISTANCE FROM SPARK PLUG TO FURTHEST POINT IN CYLINDER

The amount of cylinder surface in the three types of motor now in common use may be roughly shown by comparing them to the letter T, an inverted L and an I. The first is called the T head, the second the L head and the third the Overhead or Valve-in-the-head motor. In the last mentioned type the cylinders have no arms or pockets; consequently they present the least surface to the cooling agent and lose, therefore, fewer heat units. On the other hand, in the T or L types, where side pockets are cast in the cylinders for inserting the intake and exhaust valves, the combustion chamber is enlarged by the exact amount of extra surface in these pockets.

All motors must depend for their power upon the expansion of the compressed gas in the cylinders. It is this pressure of the exploding gas against the piston head that produces all the power of automobile motors.

One of the first essentials to a quick and complete explosion is that all points in the combustion chamber be brought as nearly as possible to the point at which the flame is passed into the compressed gas; in other words, as nearly as possible to the points of the spark plug. This can be done only in a cylinder of the Buick type of construction.

The Over-head valve cleans or scavenges the cylinders of burned gas more completely than other types, on the exhaust stroke of the piston. This is due to the fact that the exhaust stroke forces the burned gas straight out through the exhaust valve at the top of the cylinder, and not from the cylinder through a pocket and thence out. In the pocket type a certain part of the old gas remains after the exhaust valve closes, thereby deteriorating the next charge of gas.



SHOWING DIFFERENCE IN COMPRESSION

The Buick Over-head permits of lower compression than is possible with other types. In the T head, with its two pockets branching off from the top of the cylinder, the gas must fill both the cylinder head and the valve chambers; and to compress this charge the pistons must travel much closer to the top of the cylinder. On an ordinary motor it must go within about 7-8 of an inch. In the L head, where there is but one side pocket, which is, however, much larger as it must house both valves, the piston does not need to go quite so high, but stops about 1 to 1.8 inches from the top; but in the Over-head types, where there are no extra chambers or pockets to fill, the piston does not travel so far and stops compression 1.3-8 to 1.1-2 inches from the top.

Thus the conservations of heat units, the completeness and quickness of combustion, the freedom from carbon deposits, and the saving of power combine to create in the Buick motor a surplus of power at least 20 per cent over the T head and 15 per cent over the L head type of construction.

The Buick is a clean motor, and a clean motor is long-lived and extra efficient. Furthermore, the arrangement of valves on the Buick permits a longer duration of opening on the intake. This insures a charge of clean gas to the fullest capacity. In the smooth, pocketless combustion chamber, this gas burns rapidly and delivers a full power stroke, after which the burned gases are quickly and completely discharged through an unobstructed exhaust. It is the cycle of conservation.

These are the reasons why the Buick motor, the backbone of the Buick success, gives the owner not alone "uninterrupted use of his investment" but the maximum of service at the minimum of cost.

BUICK, THE 100,000 MILE CAR

Buicks are called 100,000-mile cars, because more Buicks are in daily use that have run 100,000 miles than any other make. Mileage largely determines the value of your motor car investment—Endurance, Power, Economy, Service. The qualities you wish for in a motor car are all dominant Buick features, and no other motor car measures up Buick's, using these essentials as standards.

ACCESSORIES AND FORD PARTS

Electric Head Light Bulbs, all sizes.
Electric Side Light Bulbs, all sizes.
Electric Tail Light Bulbs, all sizes.

ANTI-SKID CHAINS.

30x3 1/2, price\$2.65
32x3 1/2, price\$2.80
34x4, price\$3.20

Hook-on Outside Boots, all sizes.
Inside Boots, all sizes.

K. W. Master Vibrators, for Ford Cars.
K. W. Road Smoothers, for Ford Cars.

Rubber Mats, extra heavy, for Ford Cars,

.....\$1.50

Rubber Foot Pedal Pads, for Ford Cars,

.....\$1.50

We carry at all times a complete stock of Good-year Tires and Tubes and we believe that our prices on Goodyear All Weather Tread Tires will interest you.

Leece Neville Electric Starting and Lighting System for your Ford Car, together with Head Lights, Side Lights, and Tail Light, installed, for\$125.00

FORD SPECIAL—Steel Tool Boxes, 21 inches long, 8 inches wide, and 7 inches high, while they last,\$3.00

We have a large stock of Ford parts and are in a position to give our old customers the best of service. We also have installed a Wagner double vibrating rectifier, by which we can charge your storage batteries for you.

ALDERMAN & DRUMMOND

223-225 East Milwaukee Street, Janesville, Wis.

"When Better Cars Than the Buick Are Built, Alderman & Drummond Will Sell Them."

TWO SPEED AXLE ON 1914 CADILLAC

DIFFERENT GEAR RATIOS USED
WITH EITHER PUT IN OPERA-
TION BY AN ELECTRIC
SWITCH.

New Arrangement Permits Car to Be
Entered From the Right Side
When Boarding.

ALSO HINGED STEERING

1914 CADILLAC FEATURES.

Two speed axle.
Hinged steering.
Hinged front seat.
Combination Delco system.
Gasoline tank in rear.
With startling innovation one can
easily account for the interest
aroused in the 1914 Cadillac.
The policy of building a single
chassis model with a four cylinder
power plant is still adhered to by the
Cadillac company. Bodies have been
redesigned, certain chassis details
have been altered, but no change of
any consequence has been made in
the characteristic Cadillac motor.
The biggest change on the new
Cadillac is the adoption of a two
speed direct drive axle to replace the
conventional single type. Instead of
having one bevel driving pinion con-
nected with the propeller shaft and
a single bevel driven gear as in the
ordinary construction the Cadillac
now is fitted with two bevel pinions
and two bevel gears. This affords
two different gear ratios, each driving
direct from the engine to the axle
without intermediate gearing. The
low gearing gives a ratio of 3.66 to 1,
while the high is 2.6 to 1.

Work on All Gears.
Clutches engage either set of gears
individually, suitable interlocking de-
vices preventing the engagement of
one set while the other set is still
set to the other is a simple matter
and one which is noiseless. A small
switch located on the right front door
of the body and within convenient
reach of the driver does the selecting
of the gear combination, while the
actual shifting is done by simply
pressing in the clutch pedal. Throw-
ing the switch one way magnetically
draws the corresponding latch into

position, and the pressure on the
clutch pedal pulls its set of gears into
action, at the same time releasing
the other set.

This new axle feature does not ef-
fect the transmission gearing in any
way, that is, with either set of axle
gears operating, the shifting of gears
from first to second to third or to re-
verse in the gearbox is the same as
though the ordinary axle were used.
Thus this two speed axle makes pos-
sible six different speeds forward.

Easy Access to Seat.
The new Cadillac also has special
provision for easy access to the driv-
er's seat from the drive side of the
car. This is made possible through
the hinging of one of the arms of the
steering wheel so that the wheel will
drop into a vertical position as shown
in one of the illustrations. The arm
opposite is made in U shape to go
around the steering column, while
there are two latches at the top of
the column which engage notches
near the center of the spider and hold
the wheel rigidly in normal position
when driving. Two small levers when
pressed together release the wheel
and allow it to swing downward.

The combination Delco cranking,
lighting and ignition system is re-
tained, though several refinements
have been made. Ignition is now
taken care of by a dual system, a dou-
ble arrangement having been used
heretofore, employing two sets of
spark plugs. But one set now is re-
quired, simplifying the wiring to a
great extent.

RHAPSODY OF A MOTORIST

(By J. J. Cole.)
President of Cole Motor Car Co.
I have known the love of a motor
car.
I have felt the pedal in the hollow
of my foot; the heat of the hardwood
wheel in my palm; the resistance of
levers. I have swung the car on a
hundred highways—molded rubber to
road—fashioned her to rut and guile.
I have played her on gravel, mud and
rock; I have frolicked with puddles
and pedestrians, bumps and broken
bottles.
I have heard the symphony of well-
timed cylinders and the sharp pop of
bursting treads.
I have seen her run like a young
wild animal when the night was cold
and crisp, and stopped to think it
over in the middle of a hill on a hot
summer day.
I have wondered on a wintry morn-
ing would she bark.
I have sworn by her.
I have dammed her.

I have ministered unto her when
she was sick.
There is rust on the radiator, and
her hull needs a bucket of paint.
She is warped and wobbly, dented,
antiquated, dirty.
She thrashes up the block.
She doesn't trot in motorocracy.
But there is a soul there under the
hood.
And I love her.
All of our folks love her.
Our own benzine boat.

BRIGHT OUTLOOK FOR 1914 AUTO SEASON

Janesville auto dealers are unani-
mous in declaring this year to be the
most promising in the history of the
business. Many dealers have already
sold more cars than they had at this
time last year and are increasing
their contracts.

Sell second-hand autos through
Gazette Want Ads.

DEPARTURES SHOWN IN THE 1914 BUICKS

EVERYTHING LEFT HAND DRIVE
AND CENTER CONTROL—
MOTOR IS THE SAME.

Seven Pleasure Cars and Two Motor
Trucks Comprise the New Line.
Alderman & Drummond have a car
that is a find for power—the Buick.
They are enthusiastic over the line
and have great faith in what the
Buick can do.

Seven models of pleasure cars, two
of them six cylinders, and two motor
trucks, comprise the 1914 line of the
Buick Motor company. Everything is
left-hand drive and center control, but
while in body design the company
also takes a radical departure, the
motor is the same valve-in-head
type to which has always been large-
ly attributable Buick success. Every

pleasure car model is equipped with
the Delco self-starter, a starter which
combines starting, lighting and igni-
tion and which starts 100 times in
every hundred.
The seven pleasure car models will
be designated as B-24 and B-25, road-
ster and touring car, the smallest in
the group; B-36 and B-37, a peppery
four cylinder, and B-54 and B-55, the
six-cylinder, the first of the large
type that the company has ever mar-
keted. The six is already one of the
sensations of the season. All models
come in both roadster and five-passen-
ger bodies in addition to which is a
coupe on the B-36 and B-37 chassis. It
is known as model B-58.

Constructively, the Buick line of
fers a decidedly interesting field
study for those mechanically inclined,
and is attractive to the average look-
er because of the beauty of design,
completeness and practicability of
equipment and the power of the mo-
tor.
The B-24 and B-25 are admittedly
attractive to the motor car user.
1914 departures being in body refinements, drive and control, and equip-

ment. The seats are low, cushions
deep, and there is a slight tilt to the
rear seat which adds much to comfort.
This car has a wheel base of 103
inches, and the tires are 32x3 1/2
inches.
In the B-36 and B-37, Chief Engi-
neer Marr has introduced practically
everything necessary to mechanical
perfection, convenience and easy rid-
ing. The wheel base is 112 inches
and the tires 34x4. Both touring car
and roadster bodies are exclusively
Buick, the stream line on the B-37
lending grace and luxuriance to the
appearance. The top is of the old
hip style, the radiator octagonal, and
the hood is rounded to blend more
perfectly with the flaring cowl of the
body.

In the six, the Buick Motor com-
pany claims to have the lightest car
for its power and wheel base of any
hip ever manufactured. It has a re-
markable pick-up, and the power and
speed which with its beauty of body
lines, combine to make it wonderful-
ly attractive to the motor car user.
The wheel base is 130 inches.
All 1914 Buicks are controlled by a

single lever, operating on a ball and
socket joint. There are no sectors or
projecting parts, giving a maximum of
leg room, and reducing all chances of
soiling or tearing garments to a min-
imum.
Much has been done to add to easy
riding, by the extra big and wide
springs, semi-elliptic front and three-
quarter elliptic rear.
Sheet Lead Big Help.
Carburetion may sometimes be
helped by substituting sheet lead as a
material for manifold gaskets instead
of asbestos. The reason is that lead
is a much better conductor of heat
than asbestos, and hence some of the
jacket heat warms the manifold and
consequently the incoming mixture.
If the manifold is cold, while the
jacket near it is warm, and the studs
to which the manifold is bolted are
warm, the fitting of a sheet lead man-
ifold is likely to improve carburetion
in exactly the degree that the man-
ifold is warmed by the heat from the
jacket. Of course, the lead gasket
should be carefully fitted to prevent
leaks, and should be made of soft
sheet lead.

Cut Down Tire Bills

Our Interliners Will Make Your Tire Puncture Proof. We Can Prove This by a Demonstration.

WE GUARANTEE

THREE YEARS OF BUSINESS IN JANESVILLE HAS PROVED TO HUNDREDS THAT THE ABOVE GUARANTEE IS CARRIED OUT JUST AS WE AGREE. YOU DO NOT SIMPLY TAKE OUR WORD. OUR WORK STANDS BACK OF US. DON'T EXPERIMENT. COME WHERE SATISFACTION IS ASSURED.

BRING IN YOUR WORK NOW

DO NOT WAIT FOR THE SPRING RUSH, BUT HAVE YOUR WORK DONE NOW, SO THAT YOUR TIRES WILL BE READY WHEN NEEDED. WE ARE FULLY EQUIPPED WITH EXPENSIVE AND UP-TO-DATE EQUIPMENT AND MACHINERY, AND CAN GIVE YOU PROMPT SERVICE.

Complete Line of Accessories

UNITED STATES TIRES
GOODYEAR TIRES

DIAMOND TIRES
RACINE TIRES

NASSAU TIRES
TUBES

TIRE PATCHES, TIRE PAINTS,
AND OTHER TIRE ACCESSORIES.

Janesville Vulcanizing Company
G. F. Ludden, Prop.
103 North Main.

Bring In Your Broken Or Worn Out Machine Parts.

and let us renew or repair them.
Remember we do all classes of repairing and job work
Are also in a position to do machine work on contract.

Bower City Machine Co.

Bell phone 24. JANESVILLE, WIS. 24 No. Franklin St.

RED CROWN GASOLINE

The Best Power Maker For Automobiles.

For Lubricating Use POLARINE

They Are the Best That Can Be Made.

These are the places where you you can buy our Red
Crown Gasoline and Perfection Oil:

JOHNSTOWN CENTER

W. J. Hall

JOHNSTOWN

Egerett & Generich

EMERALD GROVE

Waldeman's.

AVALON

A. Dodge, Milwaukee Elevator Co., and Al.
Berkendrath.

CENTER

J. E. Davis.

FOOTVILLE

F. J. Trevorrah, P. C. Palmer, Harry Knight,
J. W. Fraser, Golden Key Co., S. J. Sweeney,
Roach & Serker Creamery Co.

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F. C. Dunn & Co., J. C. Goodrich, E. L. Barnes,
Geo. Fetherstone, Davis Publishing Co.

HANOVER

Mike Ehrlinger, H. C. DeMere.

MILTON JUNCTION

Hanson & Smith, Kelly & Stekman, H. Clemons,
A. M. Hull, Lew. Lum, Milton Junction Print-
ing Co., J. G. Stone.

JANESVILLE

ALDERMAN & DRUMMOND

A. A. RUSSELL & CO.,
E. R. WINSLOW
E. H. PICKERING & CO.
BAUMANN BROS.
H. S. JOHNSON
JOHN H. JONES
O. D. BATES
W. F. CARLE
A. C. CAMPBELL.
F. O. SAMUELS
J. F. CARLE
F. H. RAUCH & CO.

ROBERT F. BUGGS.

J. R. SHELDON
NOLAN BROS. & CO.
W. M. FUTTER
DEDRICK BROS.
TARRANT & OSGOOD.
SKELLY & CO.
F. L. WILBUR & CO.
WM. GRUNZEL
ROESLING BROS.
L. J. BUGGS
FRANK DOUGLAS
LOWELL HARDWARE

JANESVILLE MOTOR CO.

F. McCANN
CHAS. ROBERTY
GEORGE BIDWELL
C. J. MUENCHOW
MRS. L. L. LESLIE
MRS. HELENA TIFT
JANESVILLE TEA CO.,
West Side
JANESVILLE TEA CO.,
East Side
E. A. STRAMPE

L. A. BABCOCK, Agent Standard Oil Company
415 North Bluff St. Bell Phone 1045, Rock County Phone 197 Red.

RACE PILOTS START WORK FOR SEASON'S IMPORTANT EVENTS

New Car Companies Enter Racing
Game With Most Noted Pilots
to Gain Speed Fame.

Reports that automobile manufacturers have deserted the racing game are disproved by the fact that all of the noted drivers have signed contracts for the coming season and the majority of them will pilot American-made cars in the big speed events. The importation of the foreign cars into the American field for gaining reputation for speed and power has given the speed game a boost that makes the contest one of international fame.

Several of the car manufacturers who have gained selling fame by repeated victories on the track, have quit the game, well satisfied with the results and other companies are struggling for supremacy in the speed classics. In the Vanderbilt and Grand Prix races held the last of February there was the largest entry list of famous pilots ever scheduled and already car companies are making plans for entering the "space eaters" in the American classic, the Indianapolis sweepstakes on Decoration Day.

The victory of the Peugeot company last year at Indianapolis has spurred the American drivers on, to win back the honors to their own country. Several noted American drivers have signed contracts with foreign companies and this year's races promise to surpass those of past years because of the international interest.

Ray Harroun, winner of the sweepstakes race the first year in the famous "Wasp," will break into the game again, but not as a pilot, but has superintended the construction of three racers for the Maxwell company that he will enter in the Indianapolis race. Harroun's former racing partner, Joe Dawson, who holds the record on the Indianapolis track, has been named as the head of the team to pilot the Maxwell cars, while Harroun will direct the race from the pits. This is the first time that the Maxwell has attempted the racing game.

The Case company will play the

racing end stronger this year than previous and with their stars, Eddie Hearne, Louis Disbrow and possibly "Farmer Bill" Endicott, if he enters the game again, will pilot the "Zip" Tornado and Jay-Eye-See, for a seven months' siege in all parts of the country. The Stutz have new racers in the field and have a formidable bunch of drivers to win honors. Gil Anderson, winner of the Elgin road races last year at a pace over seventy-one miles per hour, will head the list. It is expected the company will have a trio of the sturdy speedsters at the Indianapolis classic. Harry Grant has signed with the Stutz beam company of England and has a special made "dust leaver" for the season's events. His mechanician will be at the wheel of the Italian Isotta, which Grant drove last year with no success. Ralph Mulford has not been heard from as yet, but "Smiling" Ralph will be in the big events before the season is over. Cooper and Felzlaaf are still running and have entered for the five hundred mile event. Elgin is planning on their road race in August, and between this race and the Indianapolis, the drivers will be busy on the smaller circuits. Bob Burman, present holder of short speed records, is building a high-powered car with which he hopes to win the sweepstakes prize and the Elgin cup.

Knew What Tommy Needed.

"It's enough to make a fellow sore," remarked Tommy "Yesterday was pa and ma's wooden wedding and nearly all the neighbors sent shingles."

Speedometer in Tonneau.

A new idea in motor car equipment was evolved by a recent purchaser of a well-known six-cylinder car, who ordered the speedometer placed in the rear of the front seat, facing the occupants of the tonneau. The owner, a Montreal man, employs a chauffeur and always rides in the rear seat. He has his own ideas as to what speed should be maintained in city traffic, and therefore had the indicator placed where it could be constantly under his watchful gaze. In placing the speedometer in the tonneau a special tube over six feet in length was used because of the distance of the dial from the front wheel.

Among the other novel ideas on this car is the placing of the electric horn midway between the two headlights in front of the radiator. Two push-buttons near the tonneau door are connected with the horn and the speedometer light, so that the owner is able to apprise pedestrians of the car's approach in case the driver fails to give warning in time.

TELLS OF GREAT WORK OF THE PREMIER

A. A. Russell, when seen by the Gazette representative, expressed himself most enthusiastically about the Premier car and its record-breaking touring performances. Mr. Russell states that he took on the Premier line only after making a most thorough investigation into every detail that goes into the car which has a reputation second to none throughout the entire United States as a steady machine, capable of negotiating any and all sorts of roads. One thing that attracted Mr. Russell to the Premier was the fact that the official car of the National Highway Association had been driven by A. L. Westgard, the vice president of the association, over 15,000 miles on a physical examination of the Association System of National Highways all over the United States.

Mr. Westgard incidentally has had four Premier cars as an individual owner and in choosing the Premier to carry him over the worst roads in the country, since it is his object to ferret out routes irrespective of present road conditions, he stated when he made the purchase that he wanted "a car that would always run—and run when hundreds of miles from civilization, up in the mountains, on the dreary plains, and on the 'blowed field' roads of the south." Mr. Westgard at the Chicago show stated that he had "forgotten to think about the car now," and his next trip is scheduled for over 20,000 miles and is from coast to coast, and from the Canadian border to Mexico.

One of the interesting facts in connection with the Premier is that this car was the first in the world to have a shaft drive, the first real American feature adopted by European manufacturers. Premier also was the first car in America to have a solid, one-piece forged front axle. Also in 1905 Premier adopted a multiple disc clutch which has been almost universally adopted since. Premier also was among the very first to see and take advantage of the six-cylinder engine.

The record of the Premier cars in the Glidden tours also did much to convince Mr. Russell. The results and experience gained from these contests made possible the trip of 12 Premiers by their private owners from Atlantic City, N. J., to the Pacific coast in 1911. Had twelve cars of twelve different makes driven by factory experts made this trip as successfully as did the Premiers driven by their private owners, the affair would certainly have been wonderful—had twelve cars of the same make made the trip, driven by the twelve best drivers in the world, it would have been wonderful, but for twelve amateurs to start out on a trip of over 4,500 miles—to be exact, 4,617.6 miles, without mechanics—one driver had never changed a tire,

is little short of miraculous. However, here is the record; twelve of them ranging in models over three years made the trip of 4,617.6 miles in 45 days—they ran 29 days, and they rested and "made side" trips on 16 days—their average mileage for each running day was 163 1-7 miles. Never in the history of the industry has there been such a test put to a number of stock automobiles, states Mr. Russell and when he made his decision to handle Premier, that fact was in his mind.

Never in any endurance contest did Premier finish as bad as second place. This is a matter of record. Every part of the Premier is manufactured to bear a definite relation to every other part—the rear axle construction, a particular part to consider in touring, is acknowledged by

engineers to be as perfect a job as can be put out—every detail in the Premier has been developed from hard, practical experience on the road, there is not a theory in the Premier that hasn't been proven by pounding over the worst roads in the United States. Premiers are built to last, states Mr. Russell, and he also states that "they do last."

NEW WELDING PLANT.

Mr. F. P. Carrier, proprietor of the Edgerton Machine Works at Edgerton, Wis., announces that at some date during the coming season he will install a plant to be devoted to the welding of cracked or broken automobile parts—cracked or broken automobile parts at the present time a specialty is made of automobile repairing.

HERE'S A NOVEL DEVICE

Motometer Gives Driver Temperature of Radiator.

An addition to many cars this year is the adoption of a small radiator thermometer to acquaint the driver of the temperature of his radiator. This device is made up in the form of a radiator cap emblem.

An instrument of this type is extremely logical for it not only allows a driver to operate his car sufficiently hot to obtain proper vaporization of the gasoline and the maximum mileage but it also acts as a signal of danger from low radiator water, improper lubrication, broken fan belt, etc., which are always liable to cause great damage to the motor.

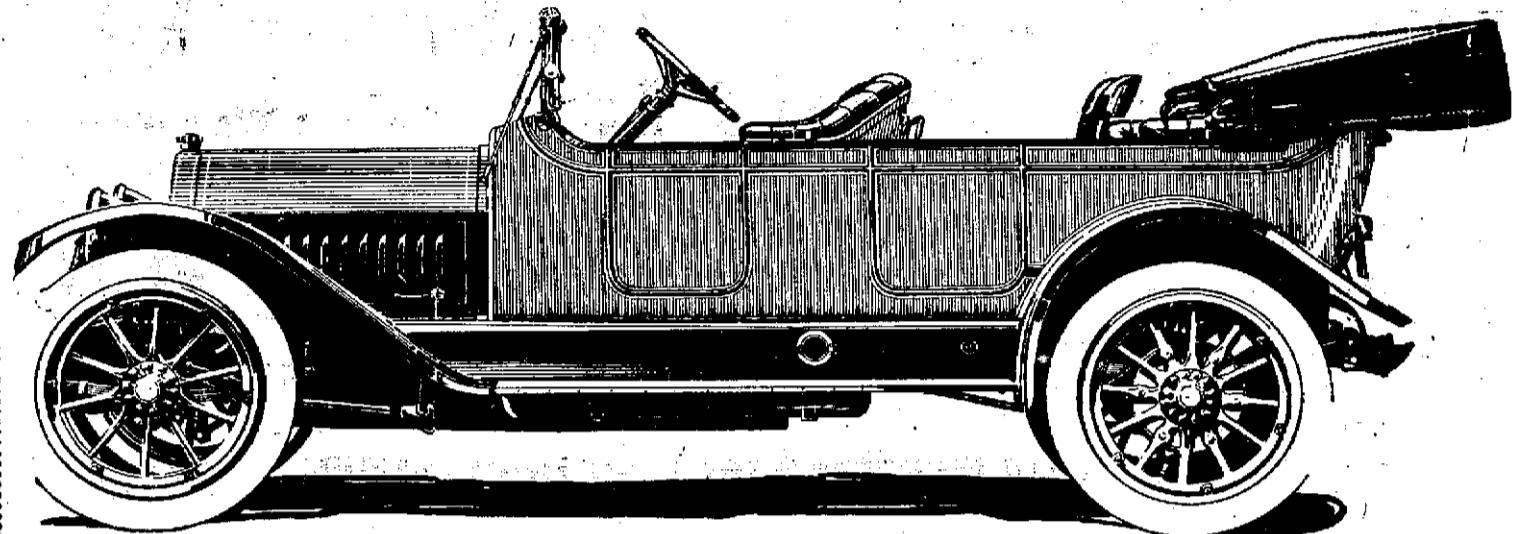
Under general operating conditions this device, which is called a moto-

meter, shows a normal operating temperature, but should any emergency arise the red-indicating column rapidly mounts to the point marked "danger," thus avoiding seized pistons, warped piston rings or scored cylinders.

When Engine Balks.

When your engine stops suddenly on the road it may be due to a score of things, and it will always pay to look after the following: It is generally due, you will find, to some failure of the ignition service, failure of the spark, electric circuit disconnected, broken or loose wire, terminal loose on the coil, accumulator, contact maker, switch or sparking plug break or chafe on the wiring under the insulation or some magneto defect.

PREMIER



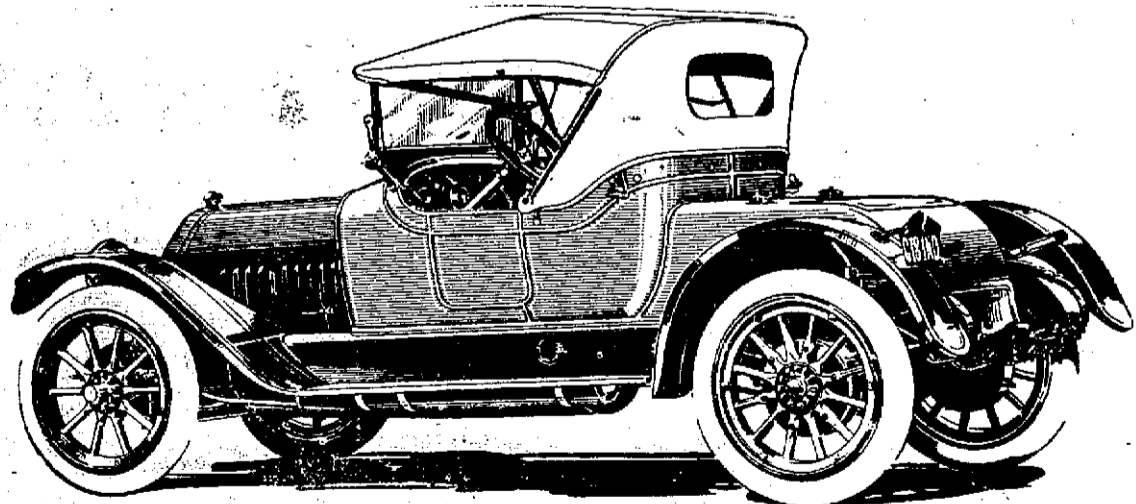
THERE are more Premier six-cylinder cars in Indianapolis, where they are built, than all other makes of six-cylinder cars, COMBINED. What better proof of confidence?

Last year the 6-40 model Premier DOUBLED the sales of the company, and the new 6-48 will more than meet the popular demand for a substantial, economical car manufactured by a REPUTABLE firm BECAUSE it has all the inherent qualities that made the light 6-40 such a huge success, together with the REFINEMENTS and ADVANCEMENTS introduced into the design by George Weidely, known throughout the trade as the man who never built an unsuccessful engine or car.

The new 6-48 has a UNIT POWER PLANT, THREE POINT SUSPENSION and ELECTRIC STARTER, and the 20 per cent additional power provides the snap, getaway and energy demanded by discriminating automobilists.

Our best sales argument is to suggest that you compare it, part for part, with any car offered the public at a higher price today—then ride in it and experience the smoothness, ease of riding, comfort, power and speed if you want it.

George Weidely never built a better car.



Price Completely Equipped \$2785
Premier Motor Mfg. Co.
INDIANAPOLIS

A. A. RUSSELL & CO.,

Southern Wisconsin Distributors

27-29 South Bluff Street.

Janesville, Wisconsin.

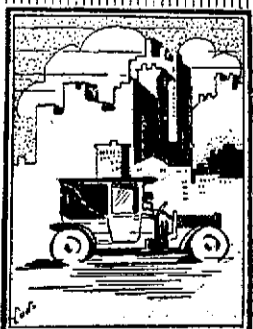
MADISON'S THIRD ANNUAL AUTOMOBILE SHOW TUES., MARCH 10--WED., MARCH 11

UNDER THE AUSPICES OF THE

Madison Automobile Dealers Association

Hokanson Auto Co. Horstmeier Bros. Madison Motor Car Co.
Ritter Auto Co. L. F. Schoelkopf Spooner, McConnell Motor Co.
Statz Garage

**COME TO MADISON ON ABOVE DATES AND BOOST
THE BIGGEST, BEST, BRAINIEST SHOW EVER HELD**



**Drive ?
A Car?**

PLEASURE CAR, TAXI OR
DELIVERY?

Whether you drive a car for pleasure or as a business it's hard on your clothing.

Oil or grease spots and other soil or stains on clothing are difficult problems to handle, but send the garment to us for

Faultless Dry Cleaning

Our experts know just how and what to do with every fabric in order to eliminate all signs of spots or soil.

JANESVILLE CHEMICAL STEAM DYE WORKS
C. F. BROCKHAUS & SON, Props.

Opposite Myers House. Both phones.
Write for price list and catalog.



Overland
\$950
COMPLETELY EQUIPPED.

\$950

Overland
\$950
COMPLETELY EQUIPPED.

Most Popular Car of Its Type in the Entire World.

There must be some substantial reason for the 1914 Overland's unparalleled success.

There is, and here it is.

No other factory in the world can build a car the equal of the 1914 Overland for less than \$1200.

Our price is—\$950.

That's the reason!

Now here are the facts:

The motor is larger—but the price is lower.

The wheelbase is longer—but the price is lower.

The tires are larger—but the price is lower.

The new car has electric lights throughout—even under the dash—but the price is lower.

Then there is the larger tonneau—a jeweled Stewart Speed-o-meter—deeper upholstery—a finer finish—all at a price lower than ever before.

The Overland way: Price down! Value up!

Why We Can Buy, And Therefore Sell For Less.

This year we will use 20,000 tons of heat-treated steel.

We are the second largest consumers of aluminum in the world—not in the automobile industry—but in the world.

We use 18,000 pounds of aluminum a day. This year we will use 200,000 tires, 300,300 lamps, 200,000 fenders, 200,000 wheels and 200,000 rims,—and these are only trimmings.

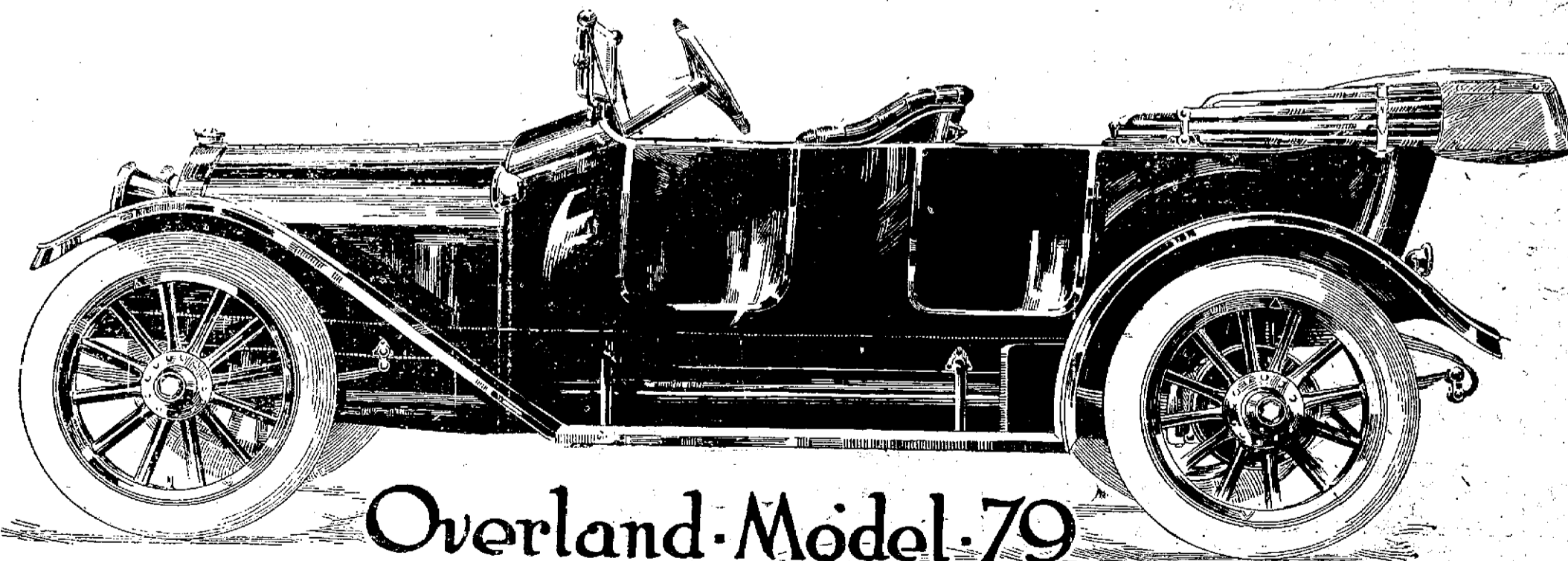
One of our recent monthly averages on incoming freight—raw materials—was over 85 carloads a day.

It is this immensity of production which makes for economy.

And the economical effect of such stupendous purchasing powers is singularly evident in the 1914 Overland.

Maximum production has resulted in minimum costs.

And you save the difference.



- | | |
|---|--|
| Electric head, side, tail and dash lights | Brewster green body nickel and aluminum trimmings. |
| Storage battery | Mohair top, curtains and boot. |
| 35 horsepower motor | Clear-vision, rain-vision windshield |
| 114-inch wheelbase | Cowl Dash |
| 33 x 4 Q. D. tires | Stewart Speedometer. |
| Three-quarter floating rear axle | Electric horn |
| Timken and Hyatt bearings | Flush U doors with concealed hinges |
| Deep upholstery | |

With electric starter and generator—\$1075
Prices f. o. b. Toledo.

Overland Model 79
JANESVILLE MOTOR CO.

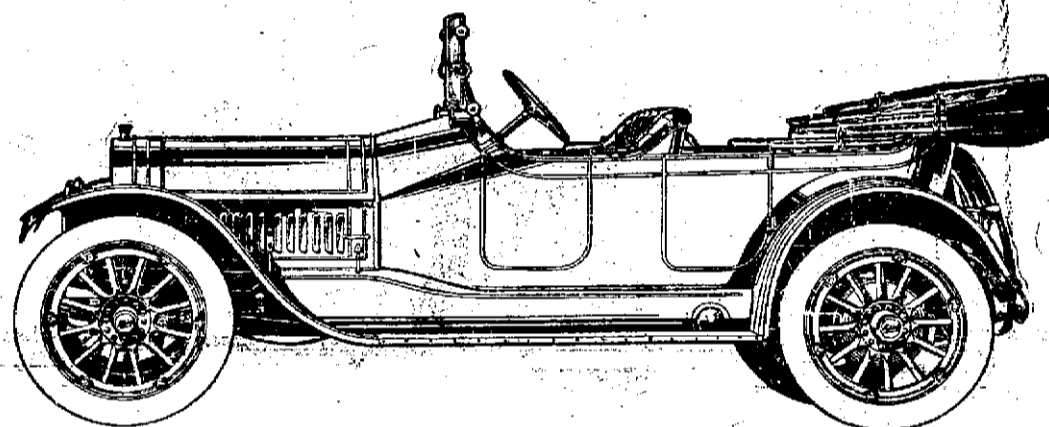
"THE BIG GARAGE"

RIGHT DOWN TOWN.

17-19 S. MAIN ST.

ACROSS FROM BOSTWICK'S.

THE THREE GREATEST AUTOMOBILE VALUES FOR 1914 LOZIER-MITCHELL-CROW



THE LOZIER

The Lozier Four at \$2100 needs no introduction, as it has no equal at or near the price. And no man can dispute the fact that it is the last word in automobile. After Wednesday we will have on our floors a Four and a Six. We can show you the true value of this car much better than we can tell here. We ask you to call.

THE MITCHELL

There is nothing you can ask in any car--no matter how high the price--that is not embodied in the Mitchell Little Six. There is no other car now before the public that offers so much car, so much quality, so much comfort and satisfaction for so little money.

THE CROW ELK-HART

In the Crow Elk-hart is to be found a \$1250 car value which we are selling at \$1075. Never before has such a car been offered in this country with complete equipment at such a remarkably low price. All Crow Cars are guaranteed for two years.

Our Service:

THE DOORS OF OUR GARAGE ARE ALWAYS OPEN. WE ARE HERE TO SERVE YOU, NO MATTER WHAT MAKE OF CAR YOU DRIVE. WE ARE ALSO ABLE AND WILLING TO MAKE OUR GUARANTEE GOOD ON EVERYTHING THAT GOES OUT OF THIS SHOP.

—SEE STRIMPLE—

219 East Milwaukee Street

CATALOGUES
MAILED ON
REQUEST

MITCHELL HAS THREE MODELS.

ONE FOUR AND TWO SIXES
MAKE UP TYPES OF CARS
MANUFACTURED BY RA-
CINE FIRM.

ALL HAVE LEFT DRIVE

Both Cylinders and Crank Shafting
Have Undergone Considerable
Alteration in Single Year.
(By J. A. Strimble.)

Mitchell Features.
Three models for 1914.
All have left drive.
Cylinders are altered.
Crank shafting changed.
Plunger pump lubrication.
Motors of same design.
Being a Wisconsin product, born
and reared at Racine, the Mitchell
car naturally comes in for not a little
popularity and inspection.
There have been a number of im-
portant improvements in the details
of Mitchell cars for 1914, although the
distinctive design which character-
ized the 1912 product remains the
same. The same three chassis models
are retained and continue to be es-
sentially of European engineering
practice in the main points of their
design, an innovation that was intro-
duced in 1913. All have left-side

drive with center control. As in the
1913 product, the line will consist of
a four cylinder car, a light six and
a big six. The four cylinder has a
4-1-4 inch bore and 7 inch stroke, a
120 inch wheelbase and 36 by 4-1-2
inch tires. Upon it are fitted two,
four and five passenger bodies, list-
ed at \$1,595. This is an increase in
price of \$55 as compared with 1913.
The light six has a motor 4-1-4 by
6 inches cylinder dimensions, al-
though the big six motor, 4-1-4 by 7
inches, may be installed if desired.
The wheelbase is 132 inches, and
tires and bodies are the same as in
the four. The completed car listed
at \$1,895 with an option of a seven
passenger body at \$1,995. As com-
pared with last year's prices the
little six is \$45 higher.

A transaction that will mean much
to the future of the Mitchell car was
made public recently, in which the
wagon plant was sold and a large
amount of capital was added to the
motor company. As a result the
Mitchell-Lewis Motor Co. will pay off
its entire gold note issue and there
will be added as operating capital for
the automobile business \$2,700,000.

THE CROW ELK-HART.
The 1914 Crow Elk-Hart line offers
a wide range of choice. With three
chassis and ten body styles, there is
hardly an automobile want that some
one of the Crow Elk-Hart models will
not meet.

A careful analysis of the motor car
situation shows a decided tendency
toward the 40 H. P. and 50 H. P. cars
that are above the average in effi-
ciency, durability and appointments.
Each Crow Elk-Hart model is an auto-
mobile of quality and represents con-
scientious effort on the part of the
maker to produce an automobile that

will prove satisfactory and profit-
able investment for the purchaser.
THE LOZIER.

The Lozier fills a want with those
who desire and demand something
better, something out of the ordinary.
The Lozier light six made quite a
sensation on the market as also did
the four. The distinctive Lozier design
is carried out in all models.

NEW OFFICE AND SHOW ROOM

Janeville Motor Company Has Exten-
sive Alterations Made For New
Office and Display Room.

The largely increasing business
necessitating much more clerical
work decided the management of the
Janeville Motor Company that a
larger, more comfortable and better
equipped office was necessary. So
the whole section back of the old of-
fice has been torn out, the office
made larger and a splendid show
room where the new models are
shown installed.

Throughout the new buildings of the
Janeville Motor Company there are
some 19,646 square feet of floor space,
by far the largest in this part of the
state. A specialty is made of magneto
work and the company has an expert
painter and decorator for the repain-
ing and redecorating of cars. There
is ample room for the storage of cars.
This company are agents for the
Overland, Cole, and Case Cars.

AUTO ON THE FARM

The auto on the farm arose.
Before the dawn of four,
It milked the cows and washed the
clothes.
And finished every chore.

Then forth it went into the field
Just at the break of day.
It reaped and threshed the golden
yield
And hauled it all away.

It plowed the field that afternoon
And when the job was through
It hummed a pleasant little tune
And churned the butter, too.

And pumped the water for the stock
And ground a crib of corn
And hauled the baby round the block
To still its cries forlorn.

Thus ran the busy hours away
By many a labor blest,
And yet, when fell the twilight gray,
That auto had no rest.

For while the farmer, peaceful eyed,
Read by the tungsten's glow,
The patient auto stood outside
And ran the dynamo.

—Farm Machinery.

A Good Polish.
An excellent compound for polish-
ing the unpainted steel parts of the
car, such as the tubing of the steer-
ing gear and the control rods, may be
made by mixing soap and fine emery
powder into a paste. This will remove
any rust that may have formed and
will leave the rod smooth without
scratching it.

AUTOMOBILISTS NOT

ALWAYS TO BLAME

(By James P. Proctor.)

Organizations collect statistics
each month to show that the motor
car as a death dealing agent is grow-
ing daily more effective. It is not a
fact, as these organizations and their
statistics point out, that motorists as
a class are growing more careless.
Far from it. The actual facts show
that non-owners-of-cars have become
accustomed to their passage and have
grown callous and careless toward
the danger which their swift move-
ments carry. In short, the growing
death rate, insofar as motor cars are
concerned, is due more to the care-
lessness of the pedestrian than to
that of the driver.

Automobile owners and drivers are
much concerned over this situation as
they are blamed generally for some-
thing in which the fault lies else-
where. When accused of a lack of
consideration for pedestrians, they
assert that it is a poor rule that will
not work both ways and claim that

pedestrians generally are so supremely
reckless that were it not for the
extraordinary care exercised by
motor car drivers, accidents would be
100 times more frequent. It is not
denied that there are some unheeding
drivers, but the percentage is very
small.

To take a short trip through the
heart of the city in an automobile is
to open one's eyes to the amazing in-
difference of the public. People stroll
down the center of the most crowded
streets, calmly ignoring the fact that
the motor cars have some rights
there. Women stop to kiss and gos-
sip directly in the path of scores of
vehicles. In getting on and off street
cars not one person in ten pays the
least attention to where he jumps,
but dashes wildly across the pave-
ment, dodging here and there in ab-
solute recklessness.

Mothers allow their 2 and 8-year
old babies to crawl and toddle into
the middle of busy thoroughfares.
Meanwhile the anxious and harassed
automobile drivers vainly shift gears,
put on brakes, blow horns, and dodge
back and forth among the criminally
reckless populace, knowing that the
slightest scratch on a pedestrian al-
most exposes the man in the car to
lynching.

SELF STARTER ON THE 1914 INDIAN

Many New Features in 1914 Motor
cycle.

By C. H. Cox.

Complete electrification of the mo-
torcycle is accomplished in the 1914
Indian models, which include an elec-
tric starter, electric lights, electric
signal, rear drive speedometer, as the
leading features among thirty-eight
betterments incorporated in this make.
In addition to being the pioneer ex-
ponent of the electrically equipped
motorcycle, the Indian also is the
first to carry as standard equipment
such a complete assortment of the
very latest accessories. The Indian
electric starter is a powerful multi-
polar type motor generator mounted
on the left side of the engine, and al-
ways connected with it. Therefore,
should the rider stall the engine in
traffic or on a crossing it can instan-
tly be restarted by throwing a switch
which brings the starter into action.

COLE

THE DAY you prophesied
has finally arrived. You
can now get a car built from the
tested best of everything---the COLE

COLE

The Cole Organization didn't build a completely
standardized car the first year, nor the second year,
nor even the third year. They had to wait on the
parts makers. It soon became apparent, for ex-
ample, that the Timken built the best axle—but there
were other parts of the motor car in which suprem-
acy and undisputed superiority had not yet been es-
tablished. All Cole could do while this elimination
process was going on was to use as many standard-
ized parts as could be determined upon from season
to season.

This was the only consistent way to work out the
Cole idea of complete standardization; and, as a re-
sult, the Cole has been a good car right along—one
of the very best at any price.

Right here, just recall the definition of a standard-
ized part—"A standardized part of a motor car is
any part which has been built so well that it has be-
come the standard whereby all other parts of its
kind are measured." This you see makes you the
judge. A part must be generally regarded as the
best of its kind before it can get into the Cole—and
even then it must be capable of fitting in perfectly
with the standardized principles of construction
which are absolute in the Cole factory.

Now it has at last become possible to find a radiator
measurement, a motor which fixes the relative worth
of all motors, and so on throughout the entire car.
This has made possible the completely standardized
car—you can now own such a car—the Cole.

Get this one thought in mind—partial standardiza-
tion is no better than no standardization at all. The
Cole idea is to build an entire car out of absolutely
nothing but standard parts. To leave out a single
one of the standard parts in the Cole and to substi-
tute an inferior part would be as fatal as cutting an
inch out of a telephone wire. You can now own

THE STANDARDIZED CAR

LOOK FOR THIS NAME—COLE

It stands for absolute superiority. Every day you
postpone buying your Cole means a day of motor-
joy lost. Get your demonstration—today.



Cole seven-passenger, six-cylinder touring car, 136-inch
wheel base, completely equipped, Delco electric self-crank-
ing and all, \$2600. Also see the Cole Four, with its wheel
base of 120 inches, completely equipped, \$1925.

COLE MOTOR CAR COMPANY, INDIANAPOLIS

JANESVILLE MOTOR CO.,

"THE BIG GARAGE"

Right Down Town—17-19 S. Main St. Across From Bostwick's.



Your car may be the next car burned. DON'T DELAY.
INSURE IT AT ONCE. Our policy covers your car
wherever located.

C. P. BEERS, Agent
2nd Floor, Jackman Block. Both Phones.



500 AUTOMOBILES

Destroyed by fire
within the last
two days as re-
ported in the
daily papers.



When You Think of In-
surance Think of
C. P. BEERS.

COME TO THE BIG
STORE WHERE YOU
HAVE THE ASSORT-
MENT TO CHOOSE
FROM.

J. M. BOSTWICK & SONS.

OUR SPRING MER-
CHANDISE IS COMING
IN RAPIDLY EVERY
DAY.

Automobile Needs From The Big Store

AUTO COATS, HOODS, ROBES, ETC.

Auto Coats

WOMEN'S AUTO COATS, extra quality, made of Tan Kahki
cloth, Raglan style, long and loose belted effect, an ideal
garment for all outdoor wear, hood to match coat;
price \$8.98

THE BALMACAN AUTO OR TRAVELING COAT, one of
the newest styles this season, comes in fancy mixtures,
at \$20.00 and \$25.00

WOMEN'S HEAVY RUBBERIZED AUTO OR RAIN
COATS in fancy mixtures, big assortment to select from
at \$10.00 and \$18.00

Auto Hoods and Veils

VELVET AUTO HOODS, nicely trimmed in fur, at \$2.50

WOMEN'S AUTO HOODS from 50c to \$1.50

AUTO VEILS, all colors, prices range from \$1 to \$4.50

Auto Robes, Second Floor

We have now on display a beautiful assortment of Auto
Robes. Extra large size. They come in very pretty
Plaid effects. Prices range from \$4.50 to \$10

Automobilists, Take Notice!



Quality considered
you pay less.
Bostwick since
1886.
Largest Exclusive
Dry Goods, Gar-
ment and Carpet
House in the world.

Have you used GLAD RAGS?

If not, why not? A prepared cloth
for cleaning and polishing brass,
nickel, copper, etc. Positively
will not scratch or injure the
metal in any way. Will do as
much work as one gallon of most
liquid polishes. On sale at Notion
Counter. 5c, 10c and 25c.

GENERAL SUGGESTIONS A NEW PRICE ON ON THE CARE OF TIRES

Written by H. J. Rett, Proprietor of
Janesville Auto Supply Co.

We have aimed to discuss pretty thoroughly the chief causes of tires going out of service prematurely. Insufficient inflation, tread cuts, blow outs, oversize tires, and the different forms of tube trouble have been pretty thoroughly gone over. So we will try to make this statement a general summary, and in addition mention a few other conditions which enter into tire service.

Most important of all, of course, is the maintenance of proper air pressure in tires. This pressure is 20 pounds for each cross-sectional inch, and the proper pressure is stamped on the side of each tire. Thus a 3-12 inch tire should have 70 pounds of air pressure, and a 4-inch tire, 80 pounds. A good, reliable pressure

REO THE FIFTH

Mr. R. E. Olds Tells of the Latest
Result of His 27 Years of Car
Building.

Prielpf And Conway The Local
Agents Are Demonstrating
The New Reo To An Ad-
miring Public.

For the past three years Reo the Fifth has represented the best I know about car building. But my ambition has been to bring the cost down where the average automobile owner could afford a superior car. Through confining our resources, and facilities of our immense factory to the output of this single model, I am gratified to feel that this desire has been realized. Last year the price of Reo the Fifth, with electrical starter, lights and full equipment was \$1395; and our sales were far greater than any previous year. The summer series of 1914 will be priced at \$1175 fully equipped including electric starter and lights, as well as every other practical convenience.

Looking back over what has been accomplished, I cannot help but feel that it could not have been done had it not been for this policy of con-

centration on a single model, where the cost of all our special machinery has been wiped out prior to this year. From now on I can assure Reo patrons that the price will be based entirely on factory cost. I want to add further that all the extremes, which have made Reo the Fifth distinctive, are still embodied in its construction. I still insist on having a large margin of safety in all driving parts—the steel is made to my own formula, as well as endless tests on every part that goes into the car.

This new model, as exhibited at the shows, with its distinctive streamline body, has received much favorable comment. It carried complete equipment, and the one rod control exclusive to Reo the Fifth alone, is retained.

My first ambition was to build an honest car—as good as could be made. This was reached three years ago. Then I decided to make this the hand-somest car in its class. Then, by confining our factory output to this one model, I went after a record in low cost. Reo the Fifth, as exhibited at the shows, marks the height of these ambitions as far as I can see now.

This year's auto shows are perhaps more impressive to one who has been for many years actively interested in the building of cars than any that has been held heretofore.

This for the reason that the automobile, because of steady advancement in new and apparently incidental but really important details, has placed itself in a class of its own, for there

is no other motive force known that can develop the power that the automobile can, which requires no special preparatory action to its starting.

And it is especially notable that even in the moderate priced cars every refinement is included which makes for the saving of labor and the addition of comfort to the motorist. It is a commentary greatly to the credit of our builders that by economies which have not weakened construction in the slightest, they have made it possible to include the new features which make so much for perfection in motoring without adding to, and indeed in some cases decreasing, the price of the car.

It has been said that I am one of the pioneers in the making of motor cars. A source of great satisfaction to me is that I have been able to keep myself surrounded during all these years with practically the same staff of able assistants who were with me at the beginning; those include Mr. R. H. Scott, Vice President, who during his whole working life has been a manufacturer of gas engines; Mr. R. C. Rueschaw, Sales Manager, who never sold anything that does not run on wheels; first velocipedes, then bicycles, and finally automobiles. He has also been with the concern ever since its incorporation. And Mr. H. T. Thomas, Mechanical Engineer, whose entire career has been devoted to the designing and perfecting of automobile engines. He has been associated with me ever since the days of the first curved dash car, which

was the first practical and successful automobile.

THE CHEVROLET.

The Chevrolet Motor Company of Flint, Michigan, will ship during the month of March, one solid trainload of ninety Baby Grand touring cars to the Minnesota Motor Car Company, Minneapolis, Minn., who are our distributors in the northwest. This will be followed up with another trainload to the same people either the last of March or the first of April. The Chevrolet Motor Company of Flint also expect to ship a trainload of these cars to the Southwest Motor Company of Dallas, Texas, distributors for northern Texas, the coming month.

CHALMERS.

Chalmers has two representatives this year—the model 24 Six-60 and the model 26 Six-48. The latter selling at \$1,500 makes it debut at the New York show. The new six has a T-head motor, which type of power plant is entirely new to Chalmers construction; a casting with the intake valve in the head being characteristic of Chalmers motors heretofore. Compared with last year's six, the new model 24 has a slightly smaller motor, a wheelbase 2 inches longer. In every essential detail of construction the little six is similar to the big six-60. Lubrication is by the combination forcedfeed and splash system.

TIPS ON THE CARE OF SPARK PLUGS

Useful Hints on Cleaning, Etc.,
That May Prove Valuable to
Owners.

The following hints regarding the care of spark plugs was taken from The Ford Times and written especially for Ford cars, but it applies equally well to all automobiles.

Cleaning spark plugs is a matter of considerable importance, and should be done as soon as the porcelain commences to get sooty. In removing a spark plug, use a wrench that fits the plug so as not to shear the corners of the hexagon shell; never use pliers.

After taking the plug from the cylinder head, put a cork in the hole to protect the cylinder from foreign matter. Be careful not to let any dirt fall into the cylinders when the plug is removed.

One common spark plug trouble is cracked porcelains, which allows the high tension current to pass from the center electrode to the shell, instead of jumping at the points. This can be avoided by being careful to see that nothing is allowed to strike the plug at any time. Of course, when a porcelain is cracked a new one should be substituted.

To clean the porcelain, dismantle the plug as follows: Secure the large hexagon shell in a vise and with a wrench loosen the pack nut which holds the porcelain in place.

If the porcelain has a hard, thick coating of carbon, soak it five or six hours in a covered dish of carbon bisulphide, after which the offending carbon can be easily removed with a rag.

In assembling the plug, don't tighten the pack nut too much, else the porcelain is liable to crack.

See that the distance between the sparking points is 1-32 inch, which is about the thickness of a thin dime.

In replacing the plugs in the cylinder head, don't tighten them as though you never expected to remove them again, especially if the plug and cylinder are cold; for the expansion which takes place when the cylinder head becomes heated will make it next to impossible to remove the plug. A word regarding storing of extra plugs will not be amiss. It is common practice to throw spark plugs in the tool box together with files and other tools, which when shaken up together have a detrimental effect on the thread of the plug. In some cases breaking the porcelains. The careful owner will wrap each plug separately in several thicknesses and paper and put them in a small box by themselves.

Sell second-hand autos through Gazette Want-Ads.



H. J. Rett, Proprietor Janesville
Auto Supply Co.

guage is the only positive way to determine whether or not a tire contains the proper pressure. Next, no doubt, come the various injuries which are due to neglected tread cuts, such as sand and moisture working in them, and causing a separation of the tread from the carcass. But, the damage does not stop with the tread separation, the sand and moisture grind away and rot the fabric, in many instances putting the casing beyond practical repairing. The "Ounce of Prevention" saying applies admirably to a tire which has been put out of service on account of tread cuts.

Third in the list come blowouts. They usually have their origin in a fabric break which was caused by the tire striking some object in the road, with a force sufficient to rupture the inner plies of fabric. The other plies are so weakened that they are unable to stand the additional strain thrown upon them, and a blowout is the ultimate result. Here again insufficient inflation is one of the causes, because an under-inflated tire is unable to withstand shocks and strains which otherwise would not affect it. The importance of proper air pressure is obvious in an instance of this kind.

The oversize tire feature is one which can be advocated at any time, because its advantages such as the increased air-space and the additional ply of fabric, are so pronounced that an intermediate size tire can be used at any time with a saving of trouble and expense to its owner.

Most of the tubes have gone out of service on account of injuries which were sustained originally by the casing, and which in time caused the tube trouble. This is especially true in the case of a fabric break, which in time results in a blowout—both the casing and tube being affected, although sometimes the tube is pinched by the break in the fabric, while the outside of the tire will show no signs of damage. Slow leaks sometimes are a trifle difficult to locate but when once found, are very easy to remedy and explain. Tubes will be seen once in a while that have a strip of rust along them, right where it comes in contact with the rim. If rust will eat iron and other metals what will it do to rubber? Need more be said?

In conclusion, there are one or two factors which, while not very prominent are the cause of more or less tire troubles. We have reference to the use of tire chains and to the front wheels being out of alignment, that is, not running parallel to each other. The chief evil in the use of tire chains consists in their improper application. If applied too loosely they creep and cut the tread, and the way is now open for sand and moisture to enter and destroy the tire. On the contrary, when applied too tightly, they cut through the tread and fabric very rapidly. In cases of this kind the marks left by the individual links in the cross-chains can sometimes be plainly seen in the fabric. The only remedy which can be applied here is the proper application of the chains. If you have, no doubt, seen the tread of a tire which seemed to be worn so that its surface was flat, instead of rounded as it would be under normal conditions of service. A close examination of the tire shows clearly that it has been subjected to a grinding motion of some sort. The trouble is caused by what is known as the wheels being out of line. This condition is usually brought about by a bent or sprung axle, or by bent steering knuckle, although sometimes a demountable rim is improperly applied, with the same effect upon the tire. It does not take a very severe shock to put the wheels in this condition. The habit of some motorists of running their car diagonally in against the curbstone in order to save their brakes has caused many cases of this nature. A car can be run over rough or very uneven ground, and the tires will show but very little wear, provided that the wheels are running parallel to each other—but when one wheel is out of alignment, it will tend to take a course which is not parallel to that taken by the other wheel, and the resulting side-wise motion which the tire undergoes, will grind away the tread in an incredibly short time. It is always best to buy your tires from an established, reliable auto supply house in your own town, and in doing this, you get the co-operation of your dealer, should any defects present themselves.

Experience has proven that this kind of advice is appreciated by the public, because the man who receives good service without adjustments, is better satisfied than the man who receives road adjustments, but comparatively little mileage per tire. It is possible, that from time to time points will come up, on which you are not entirely clear. If so, please call at our store and we will be only too glad to help you in any way possible.

When You Buy Gasoline and Auto Oil Are You Paying For Experience or Results?

EXPERIENCE at any price is EXPENSIVE to you while RESULTS ARE CHEAP at TWICE the PRICE OF EXPERIENCE.

If You Are Wise You Will Let Us Eliminate Expensive Experience

for you and supply you with results in 68.70 Test Imperial Gasoline and Decarbonizee Viscolene Auto Oil.

There was a man in our town
And he was wondrous wise,
He used Imperial Gasoline
And much to his surprise,
He found he got more mileage

Than all the other guys.
Then, just to satisfy his longing,
He used some Viscolene
And now he's more than satisfied
With the results from his machine.

Viscolene Auto Oil

Specially prepared for use on water or air cooled gasoline motors.

Viscolene Auto Oil can be used on any make of automobile and will give equal results and satisfaction to the user in cold as well as in hot weather. By using Viscolene you eliminate your engine troubles and add to the life of all the vital points of your motor. Put up in

BARRELS, GAL.	32¢
HALF BARRELS, GAL.	35¢
5 GALLON CANS, GAL.	40¢

Special Auto Oil

A splendid all around Automobile Cylinder Oil, of medium body, amber color and practically free from carbon and other impurities.

This oil competes with the best grade of Automobile Oils marketed throughout the country and is a thoroughly good oil sold at a moderate price. Put up in

BARRELS, GAL.	30¢
HALF BARRELS, GAL.	32¢
5 GALLON CANS, GAL.	35¢

No 1 Auto Oil

A high grade oil of the very highest lubricating value and pure test. This oil will produce no carbon if not grossly overfed. A satisfactory oil at a low cost. Put up in

BARRELS, GAL.	25¢
HALF BARRELS, GAL.	27¢
5 GALLON CANS, GAL.	30¢

Radium Greases

Hard Oil Transmission Grease and Cup Grease.

Strictly high grade greases for Transmissions, Differentials, Compression Cups and all bearings where non-fluid oils are required. Satisfaction and perfect lubrication guaranteed. Put up in

5-LB. TINS, LB.	12¢
10-LB. TINS, LB.	10¢
25-LB. TINS, LB.	8¢

Gasoline and Kerosene

We are sole distributors of Imperial Gasoline and Kerosene and can furnish you these at all times at the market price.

Our Guarantee

All oils sold by Kinnie & Son not entirely satisfactory in every respect, may be returned at our expense and no charge will be made for what is used in making trial, you to be the sole judge.

WE WANT YOUR BUSINESS.

KINNIE & SON

Pennsylvania Oil.

INDEPENDENT.

417 So. Academy St.

Both Phones

NOT IN THE TRUST.

INCREASED POWER EQUIPMENT OF FORD MOTOR CO.

Detroit, Mich.—Just a few months ago many newspapers had accounts of the gas engine power plant of the Ford Motor company, described as the largest of its kind in the world and one which consumed more than the amount of gas used in the entire city of Detroit.

It is rather significant of the growth of the Ford industry that in spite of the size and newness of this huge power plant a new one is being erected immediately adjoining it. The excavation work is now well under way. This step was found necessary because the present plant is being

crowded to its utmost limit and there will be a still greater demand for power when the huge additions to the Ford plant, now nearing completion, are put in commission. The newest Ford power plant will reveal some exceedingly interesting ideas along the line of power development and fuel consumption—ideas absolutely novel in the engineering world—the exact nature of which will be announced later.

STANDARD OIL IS FOUND EVERYWHERE

L. A. Babcock, the Local Agent, Has Placed It in Every Cross-road Store.

L. A. Babcock, local agent for the Standard Oil company, announced recently a new power maker, Red Crown Gasoline, which his company is re-

ing. It is far superior to ordinary gasoline and motorists who have used it in their cars are enthusiastic about it. It develops a surprising amount of power and users have no trouble whatsoever with it. Mr. Babcock has already created a tremendous sale for Red Crown.

Standard Oil products are to be found in practically every grocery, hardware and general store in the country. That is particularly so in this territory and the company is to be congratulated upon having so capable a local agent. It has been through Mr. Babcock's personal efforts that the sale has been so extended. Mr. Babcock is also agent for Polarine oils and greases—Polarine friction reducing oil is universally used for every type of motor. It maintains the correct lubricating body at any motor speed or heat and flows perfectly at zero.

Sell second-hand autos through Gazette Want Ads.

Automobile Accessories, Garage Equipment and Supplies

—We Carry In Stock the Following:—

SPARK PLUGS
BATTERIES
CABLE
TERMINALS
CONNECTORS
TUBING
LAMP CONNECTORS
RUBBER BUMPERS
TAPE
PATCHES
RADIATOR HOSE
AIR HOSE
ROUND BELTING
PACKING
SPRING WIRE
BRASS ROD
BRASS TUBING
BRASS SHEET
BEARING BRONZE
BABBITT (Copper Hard)
BABBITT (Nickel)
SOLDER
WASTE
GRAPHITE

AUTOMOBILE CHAIRS
SPRING WASHERS
SPRING COTTERS
SEMI FIN. NUTS
A. L. A. M. NUTS
A. L. A. M. SCREWS
CAP and SET SCREWS
MACHINE SCREWS
in BRASS and IRON
BOLTS
COLD ROLLED
DRILL ROD
TOOL STEEL
SPRING STEEL
WOODRUFF KEYS
TAPER PINS
FIBRE
EMERY CLOTH
AIR COCKS
PRIMING CUPS
GREASE CUPS
OIL CUPS
BRAKE LINING
TIRE REMOVERS
PLIERS

WRENCHES
SCREW DRIVERS
COLD CHISELS and PUNCHES
made from IMPORTED TOOL
STEEL
HACK SAWS
HAMMERS
FILES
VISES
BITS
BRACES
BREAST DRILLS
HAND DRILLS
CHAIN DRILLS
RATCHET DRILLS
REAMERS
EMERY WHEELS
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LATHES
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BICKNELL MFG. & SUPPLY CO.,

Wholesale and Retail

22-24 North Academy St. Janesville, Wis.

YOU BREAK IT--WE FIX IT

OXY-ACETYLENE WELDING

Automobile Cylinders, Crank Cases, Parts of Machinery of All
Kinds, Stove and Furnace Parts, Sectional Boilers, Tools,
Farm Machinery and All Other Kinds of

METAL CASTINGS WELDED

Cast Iron Copper Bronze Steel Brass Malleable Iron

Aluminum Work a Specialty.

All Work Guaranteed

ALL WELDERS ARE EXPERTS.

OUR PRICES ARE REASONABLE.

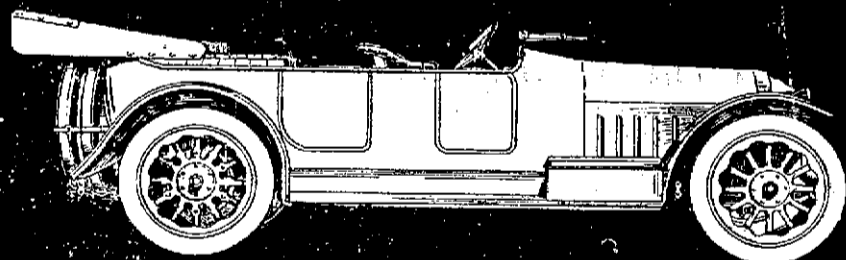
"AUTO-SEE-BURTON"

FRED B. BURTON

Automobiles, Oils and Grease, Supplies and Repairing

111 North Jackson Street, Janesville, Wis.

Windmills, Tanks, Pumps, Gasoline Engines, Pipe and Fittings, Well Drilling



DANIEL BOONE MODEL
**PATHFINDER
SIX \$2222**

A New Model--Pathfinder Six

PATHFINDER CARS ARE CREATIONS OF BEAUTY.
PATHFINDER CARS GIVE UNIVERSAL SATISFACTION.
THE DANIEL BOONE MODEL, \$2222, IS OUR RECOMMENDATION TO YOU.
IT IS EVERYTHING YOU OUGHT TO HAVE.

The time has arrived in the life of our company when we can ask Automobile Owners to buy their new cars from us, because we can back it with an unparalleled record in our home city.

Every man who has once owned a Pathfinder is now a Pathfinder owner. There must be a reason—stronger than the alluring price offers of competitors.

What is it? Ask Pathfinder owners.

They speak of the results.

They speak in a non-mechanical way—in a language that all can understand.

If a man drives a car for a period and then purchases another car of the same make—it is the highest possible recommendation.

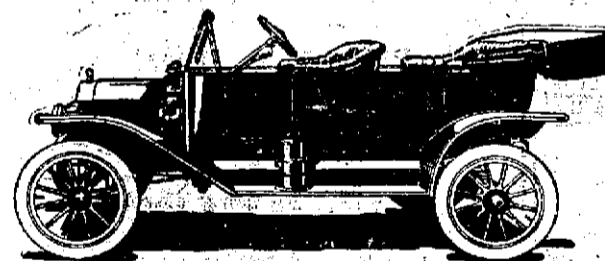
This happens sometimes with all makes of automobiles.

But with the Pathfinder it has been the universal rule.

Think of it—not one owner has changed to another make.

You should not buy without investigating thoroughly the Pathfinder Car and the Sales Policy which has pleased every owner.

The Universal Car



Your Ford Is Not a Speculation---
It Is An Investment

Moreover, when you buy a Ford, you know you're right. The Ford car is as standardized as Ivory Soap, as Stetson Hats, as Tiffany Diamonds.

It is the one sure guarantee of the most miles for your every dollar.

And you don't have to go through the rack and worry of investigating the Ford. Over 375,000 of the best people of different nations have investigated the Ford car for you, and confirmed their judgment by buying and running Ford cars. And they will all tell you that their dollars travel farthest and with clearest conscience.

Also, the Ford is backed by the strongest company in existence today, by the most liberal manufacturer's guarantee, and by the best Service System possible.

With every Ford you buy, goes a thorough course in how to drive your car, and how to care for it, and we maintain an adequate place where you may come or 'phone at any time for information or service of any sort. And my service station is acknowledged as one of the best.

Buy your Ford whenever you decide to buy a motor-car. Don't delay. A Ford is a good buy at any time and will pay for itself in any kind of season.

Your first investment is small, your running expense is nominal.

FORD RUNABOUT	\$500.00
FORD TOURING CAR	\$550.00
FORD (with regular delivery body)	\$600.00

All equipped, F. O. B., Detroit, Mich.

The following extra equipment furnished at a slight additional cost:

Electric starting and lighting system.

Demountable rims.

Slip covers, several styles to select from.

The new models are on my sales room floor.

ROBERT F. BUGGS, The New Garage

12-18 NO. ACADEMY ST. NEAR BOTH DEPOTS, JANESVILLE, WIS. BOTH PHONES 407

AUTOMOBILE GREAT SAVER OF TIME

PHYSICIANS, BUSINESS MEN AND
OTHERS USE AUTOS TO
SAVE TIME.

A Car for the Emergency.
Nobody knows better than the medical practitioner how a difference of minutes in the arrival of the physician may often mean just the difference between life and death.

The busy doctor takes to the automobile in the same spirit in which he avails himself of the latest discoveries of medical science.

Physicians are using physician makes the round of his patients in one-third the time necessary for his less up-to-date brother who clings to slow and tedious horse transportation. Or he can see three times as many patients in the same time.

In either case he increases not only his income, but also his value to the community in which he practices, as well as his opportunities for study and recreation when the stern routine of the physician's calling gives way to relaxation.

No physician who has given the automobile a trial has ever returned to the horse and buggy. The automobile is a blessing to the patient, and a boon to the physician to whom it certainly is worth more than it cost him.

Always on the Job for the Contractor.
If there is any one person the very nature of whose business makes him wish for a "magic carpet" to take him to several places at almost the same time, it is the contractor.

His operations are widely scattered; they are difficult to oversee for that reason.

In his case there is only one solution.

The modern automobile. Speedy, trouble-proof, easily handled and maintained at small expense, it takes the "master eye" to all his operations, no matter in how many localities they give on.

The auto gives the contractor much greater efficiency. Where he formerly spent his time in going from one place to another he now can spend it in supervising his men at their work in planning and laying out new operations.

That the ability to hurry from job to job, to control them all personally, means real money, need hardly be argued. It is self evident.

Foreman and workers do not have to wait till tomorrow to get instructions from the "boss" because the boss himself traveling in an automobile is always on the job. Here the automobile is worth vastly more than it costs.

Getting the Most Out of Life.
Time used to be when the farmer disliked the automobile and did his best to discourage its use.

Today more automobiles are bought by farmers than by any other single class.

It was found that the automobile encourages farming, because it brings the city and country closer together. It keeps the boys on the farm.

It enables the farmer to inspect larger areas of producing land. He transports his seeds and plants more quickly than before; he superintends the work of his farmhands when his time used to be occupied elsewhere.

The automobile allows the use of the horses for other work. When the horses are exhausted, the automobile is ready for further duty. Perhaps in a pleasure way.

Trips to the town stores, which formerly occupied a day, become a matter of a few hours.

More than any other agency the automobile helps the farmer and his family to get the most out of life, to do the most work in a given time. And, therefore, it is worth more to them than it costs.

Makes the Minutes Count.

Somebody once said that time is the stuff of which life is made.

He was right. Time also is money.

In saving the busy man time, the automobile earns him money.

How? Because by saving time it multiplies his opportunities for profitable endeavor.

It is a short cut to business engagements and a hustler back to the desk.

It makes the minutes count that are otherwise wasted.

It is an efficiency increaser, an instrument tending towards scientific management, which saves its cost many times over by cutting out many small wastes of time.

For the business man an hour gained each day adds vastly to his capacity for doing more business.

If time is the stuff of which life is made, then the automobile by lengthening your productive time, actually lengthens your life, doesn't it?

Think about it!

And this naturally again brings us to the point that the automobile is worth more than it costs you.

INNER LINERS PROTECT TIRES

(By G. F. Ludden, proprietor Janesville Vulcanizing Co.)

To get the real service out of a tire it must be properly inflated at all times and under all conditions. No tire under inflated can give good service.

If the frame on the wheels would bend every time the wheels would turn around it would soon become weak and break under the weight of the car. The same applies to the tires. The air pressure in a tire should have the same attention as the oil in the motor. The pressure should be determined by a tire tester and the proper pressure maintained.

When the car is standing it may look as though the tire is properly inflated, but when tested by a gauge they prove to be under-inflated. The tire should be examined very often, in regard to small cuts and bruises, as they allow sand and water to come in contact with the fabric, which rots it and soon causes it to blow out.

Most tires go to the scrap pile when the rubber is in fairly good condition, because the fabric will no longer stand the air pressure, owing to the fact that the tire has been neglected, and little cuts have allowed the sand and water to destroy the fabric.

This is where the inner liner should be used, which reinforces the complete tire. Many tire users carry the idea that if the liner was a good thing the manufacturers would use it. However, it is not necessary as the tire is strong enough as it is. It only becomes defective by letting sand and water destroy it.

If the liner was in the tire from the first it would also rot with the tire when the water came in contact with it. When the liner is put in it equips the tire with new fresh fabric. The tire, being repaired, protects the new fabric and the tire is good for many more miles. If the liner is a good one and properly placed and cemented, it is the cheapest kind of tire protection.

The Janesville Vulcanizing company makes a specialty of putting in

inner liners, and retreading and rebuilding tires. They have a large completely equipped shop, in fact, the largest in this section for the care of pneumatic tires. The proprietor has been in business for thirty years and it has been three years of satisfied work. Within a month a compressed line will be added to the equipment, and will extend to the street, where free air may be had by all motorists.

CHASSIS VS. BODY

(By L. E. Willson, Sales Manager of the Pathfinder Company.)

It is very interesting to study the history of automobile buying, and the attitude of the buyer and manufacturer during the various periods.

At the beginning, the automobile was a new toy for grown-ups. It was bought as a luxury in a reckless, pleasure-demanding mood. Very few knew anything about the mysterious mechanism under the body.

Neither did they care. If it "went" all was joyful—wonderful. The expectation of reliability was not great.

The body was "beautiful," and paint, brass trimmings and nifty upholstery filled the eye.

Even salesmen knew nothing of the region under the hood.

So how could the buyer? Time passed.

The buyer and salesman by daily contact gained in knowledge.

Each began to know spark plugs, carburetors and magneto.

The buyer in the next state began to learn the value of various accessories.

He found little details of equipment that increased his satisfaction.

Purchases were made based on this knowledge.

But still the ideal purchase was not reached, since the body lines and accessories represent but 25 per cent of your car purchase.

The other 75 per cent of the outlay remained in the less understood chassis.

The Pathfinder company was the first to feature detailed chassis construction in its catalogue, and to insist that the buyer study the mechanical construction before spending his money.

The education of the buyer is necessary to satisfactory buying, and will have a corresponding good effect upon the manufacturer.

The big investment in a motor car is in the chassis. Chassis construction measures the satisfaction or dissatisfaction of the purchase. Possibly a few points would be of interest at this time, to prospective automobile buyers, and if followed would be beneficial to both the buyer and to the manufacturer.

The buyer should spend the time necessary to make a complete study of the chassis before making his choice.

Body styles change with the seasons. Accessories improve and can be changed and installed usually at any time.

Therefore look well into your permanent investment—the chassis.

Because it is hidden away underneath the hood and floor boards, many firms have slighted it, and call attention to accessories or some other sales-feature.

An automobile is no more satisfactory than its weakest part.

A car to be entirely satisfactory and a good investment must possess all of the factors of quality:

(1) High standard of material.

(2) Design, welding all parts harmoniously.

(3) High standard of labor.

(4) Highest standard of finish and equipment.

The car that possesses a combination of one or more but not all of these factors will be a disappointment.

The price you pay for an automobile is too much money to be disappointed in the spending.

Look first to the chassis. Do as many buyers in Europe do—select your chassis, then your body and accessories.

The wise buyer of today knows the chassis before buying.

THIRD ANNUAL AUTO SHOW AT MADISON

Automobile Show at Madison March 10th and 11th Will Be a Splendid Display.

Each one of the three shows held by the Madison Automobile dealers has kept step with the increasing prominence of Southern Wisconsin as a motor market. This, the third show, from the standpoint of the public, will be found to be a mighty tribute to the growth of the industry, to the progress made by the immense manufacturing organizations which will be represented and to the wealth of Southern Wisconsin as a motor buying territory.

Show visitors will find liberal education awaiting them in all things pertaining to automobiles. The ideas to be seen are alive with interest both to present owners and prospective purchasers of cars. Side by side will be found the models from the leading factories of the country; each designer will present his latest and best ideas, and the opportunity for making comparisons will be appreciated by all motorists.

The price range of cars on display this year will start at a few hundreds and run up into thousands. Every whim and fancy of buyers can be satisfied, either in two-passenger cars, regulation five passenger cars, sedan models, massive limousines.

Splendid decorations will greet the eyes of the visitors. With this as a background, enhanced by the spick and span models will make a beautiful sight.

The Madison Automobile Show is conducted under the auspices of the Madison Automobile Dealer's Association.

STREAM LINE BODY.

Here's the first plain definition of the term "stream line," and inasmuch as this style of body is being brought out by a number of manufacturers, the explanation will not only be of interest to prospective purchasers but to automobile owners in general.

The term "stream line" was originally used in hydraulics by shipbuilders and designers of turbines and signified the path of least resistance, which is followed by a water particle when it is forced or deflected by an object.

A stream line automobile body is so shaped as to cause the least resistance of the air when a car travels at high speed. You will notice that there is an absence of angles and that one sloping line is formed from the curved V-shaped radiator to the cowl dash. The slides of the hood forming to the body are joined the same way, that is, smoothly.

that they expect an excellent business on Motor Apparel this season.

Independent Oil Company Has Shown Wonderful Growth.

During the year and a half that they have been in business in Janesville, Kinzie and Son have made a name for themselves in the oil business. The firm consists of C. J. Kinzie and W. C. Kinzie. The active management has been centered in the son and it has been through his untiring energy that their product has become so firmly established in this territory.

They handle Pennsylvania oil and are an independent concern. They pride themselves of not being in the trust and this fact has added to the popularity of their line. Kinzie and Son deal in gasoline and kerosene and lubricating oils and their oils may be found at all hardware and grocery stores.

Mr. Kinzie is somewhat of a poet and put his ideas of his line into a lyric:

There was a man in our town
And he was wondrous wise,
He used Imperial gasoline
And much to his surprise,
He found he got more mileage
Than all the other guys.
Then, just to satisfy his longing,
He used some Viscolene.
And now he's more than satisfied
With the results from his machine.
Sell second-hand autos through
Gazette Want Ads.

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WONDER INSPIRING MACHINE SHOP OF FORD MOTOR CO.

Detroit, Mich.—One of the features of the great machine shop of the Ford Motor company that always impresses the casual visitor is the interminable—apparently impenetrable—jungle of shafts and belting necessary to operate the machines. In fact it is a source of wonder to the visitor how all these tremendous pulleys and miles of shafting get their driving power from the two big gas engines in the central power plant. One is not surprised when told that besides the big motors in the power plant driving the main shafts there are 720 others scattered about the factory driving outlying portions of the labyrinth of belts and pulleys.

BOSTWICK SHOWS FINE AUTO APPAREL

Big Store Has Complete Assortment of Latest Modes.

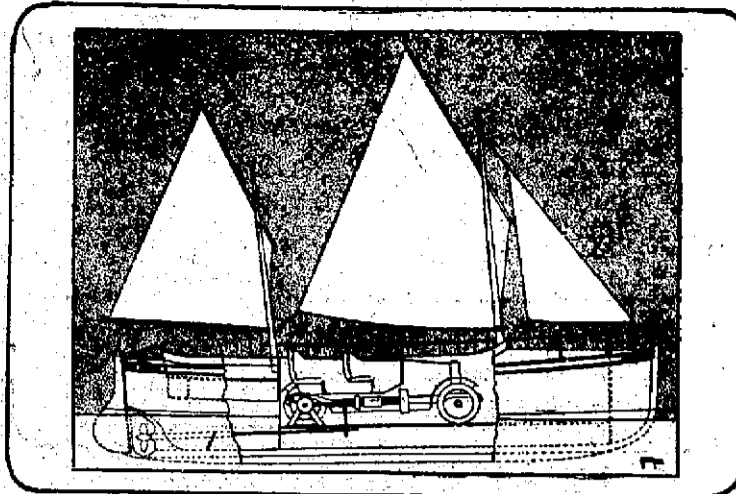
Milady who goes autoing must be properly appareled. With this thought in view J. M. Bostwick & Sons have gathered together a splendid line of garments, veils, gloves and other accessories. It is typical of the forethought of the management of The Big Store that Janesville motorists have this excellent stock to select from. J. M. Bostwick and Sons state

KINNIE AND SON HAVE HAD SUCCESS

During the year and a half that they have been in business in Janesville, Kinzie and Son have made a name for themselves in the oil business. The firm consists of C. J. Kinzie and W. C. Kinzie. The active management has been centered in the son and it has been through his untiring energy that their product has become so firmly established in this territory. They handle Pennsylvania oil and are an independent concern. They pride themselves of not being in the trust and this fact has added to the popularity of their line. Kinzie and Son deal in gasoline and kerosene and lubricating oils and their oils may be found at all hardware and grocery stores. Mr. Kinzie is somewhat of a poet and put his ideas of his line into a lyric:

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OCEAN-GOING MOTOR CAR.



How an English motorist uses his car to drive his yacht.

Motor cars have been put to many strange uses in their short time of life, but it has remained for an Englishman to adapt his car as motor power for driving his yacht. The craft has an overall length of 32 feet and the car in question is a 12-horse power Sunbeam of the vintage of 1910. The position which the car occupies on the boat is well shown in the accompanying picture. The back wheels are

raised from the floor and the drive is taken from the cardan-shaft by means of a chain and chain wheels to the propeller shaft of the boat. As a means of combining motoring and boating in what some genius has called "motorboating," this English idea has very decided possibilities. It might be adopted for use on some of our own inland waterways. The idea is worth consideration.—From Motor.

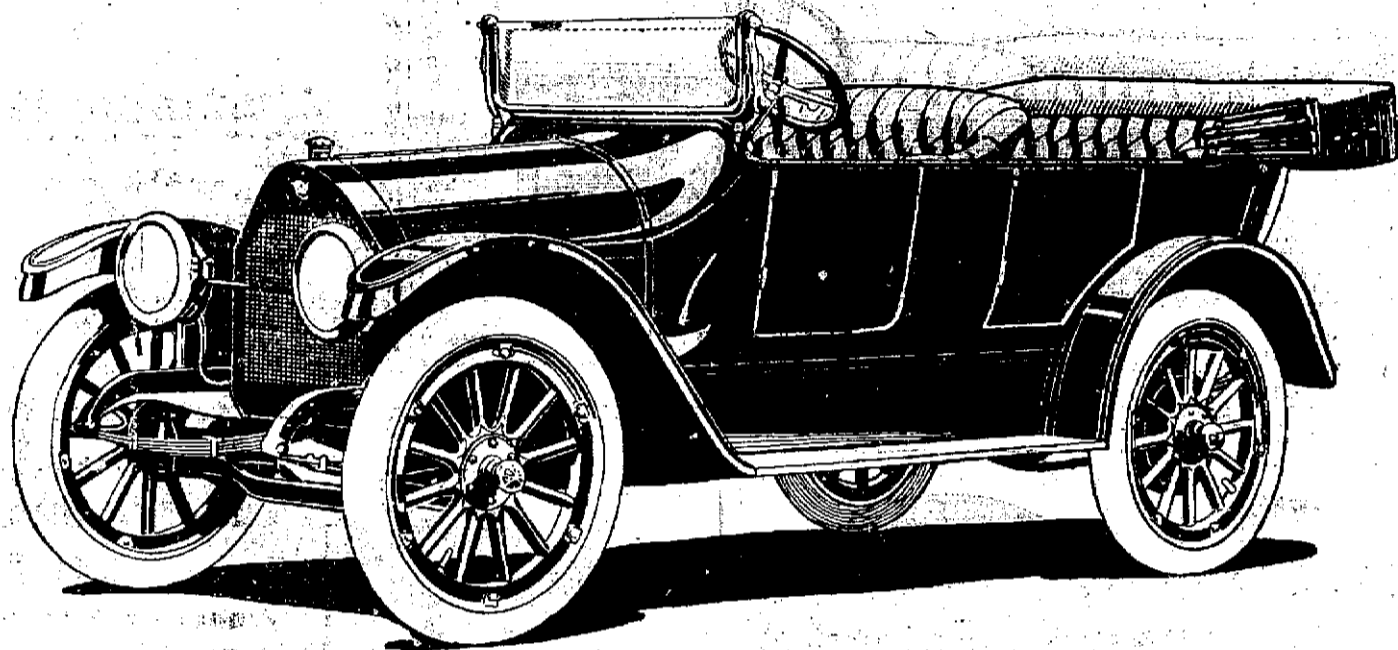
SPECTACULAR STUNT WITH MODEL T FORD

Detroit, Mich.—An English motorist, Mr. Gordon Bennett, of the Central Motor Garage, St. Heller, Island of Jersey, recently put his 20 horse-power Ford, model "T," through a spectacular stunt for the benefit of his fellow townsmen. It seems that a good deal of discussion had taken place relative to the car's ability to climb the long flight of steps going up Snow Hill. In consequence arrangements were made to try the car on this task soon after daybreak on a recent Sunday morning.

With only a few yards' start, Mr. Bennett covered the stairs as far as the first landing. Then with greater confidence, the remaining portions of the journey were accomplished, stopping only twice, where the acute angles made assistance necessary in turning the car.

Cocoonut Butter Industry.
Marseilles annually exports about \$10,000,000 worth of cocoonut butter, the business having been developed since 1897. Most of it goes to England, Holland and Scandinavia.

Cause of Misfiring.
Too much oil in the crank case will often cause misfiring, which is one of the most annoying troubles connected with a car. Care should be taken not to put too much oil in the case and at the same time get in enough thoroughly to lubricate the parts that depend on the crank case for lubrication.

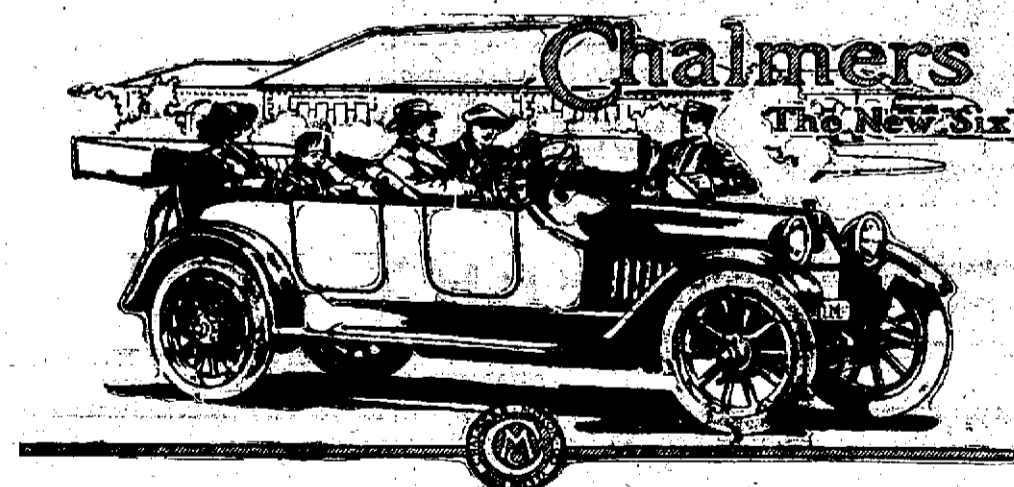


REO THE FIFTH \$1,175.

The Utmost In An Honest Car.

You will find the last word in a chassis—the same materials, same costly construction, same extremes and precautions. Built of analyzed steel. Given 50 per cent over-capacity. Built slowly and carefully, with countless tests and inspections. With 15 roller bearings—190 drop forgings. With big tires and big springs. A car built for years and years of service, to eliminate trouble and minimize upkeep.

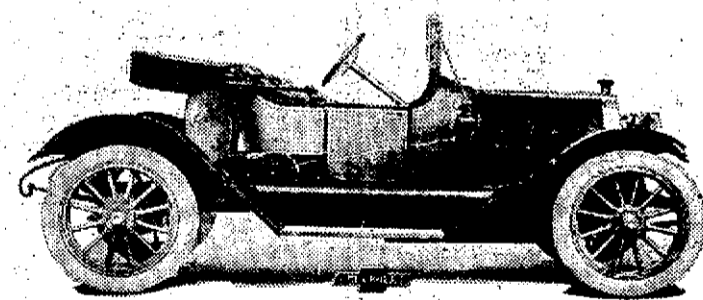
A chassis in which one-fifth of the cost goes to pay for staunchness, for exactness, for margins of safety such as most makers deem unnecessary. And that chassis with a new style body—with electric starter and modern equipment—for 16 per cent less than last year.



A New Car With a New Motor

Flexible as Steam
Silent as Electricity
Vibrationless as the Turbine

These three things, makers of gasoline motors have sought for years. Some have secured silence, but at the expense of power. Others have obtained smoothness at the cost of efficiency. A few have sought flexibility through supplementary gearing. You get all three in the new "Six", without sacrifice of power—with no less efficiency—without aid of extra gearing. Master "Six" \$2,175. Master Light "Six" \$1,800. Completely equipped.

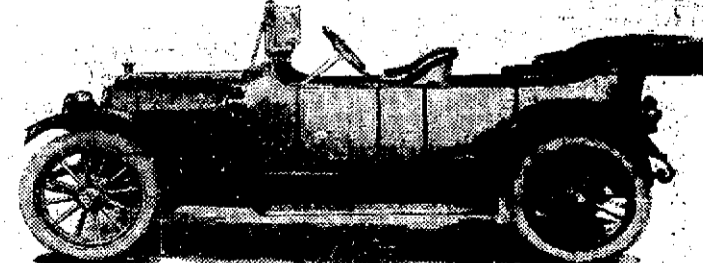


Royal Mail \$750 F. O. B. Factory. The car they are all taking about.

Chevrolet

With Overhead Enclosed Valves.

Baby Grand—The Little Wonder. \$875 F. O. B. Factory.



PRIELIPP & CONWAY

Both Phones.

Janesville, Wis.

MOTOR CAR STYLES COME FROM PARIS

THOMAS B. JEFFERY SAYS THEY
ORIGINATE WITH WOMEN'S
GOWNS IN FRANCE.

EUROPEAN IN DESIGN

R. B. Townsend of Evansville is Agent
for the New Jeffery
Jeffery Car.

(By Charles T. Jeffery, President,
The Thomas B. Jeffery Co.)

Motor car styles, like women's gowns, originate in Paris. Even the most patriotic American, who is familiar with motor car development, will admit that that which is in vogue in Paris today is taken up in London, New York and Chicago tomorrow and Smithville, of course, will have it on the following day.

In the production of the new Jeffery Four and Six for the year 1914, it happens that we have anticipated what would be popular in New York, Chicago and Smithville in the year 1916. Not that we have adopted European design in its entirety, but we have combined the best European and American ideas in two cars that we consider quite unusual.

For two years, it is true, there has been little progress in American motor car development. Of course, there were changes in the equipment and the body designs, but cars grew heavier and heavier and only the best informed mechanics realized that the trend of bulky motor cars was not far off. Some of the American makers realized that the change must ultimately come, but it appears that most estimated that it would not be absolutely necessary to change from the old bulky types at least until 1916.

It is only once in a decade perhaps that such a thing happens and some may feel that it is an unusual thing to do, but Jeffery engineers were instructed to gather from the leading European and American centers the very latest and best ideas relating to every detail of the motor car as it is sure to develop in the next two years. These ideas, these designs and these features have been embodied in the Jeffery Four and Six at a price which does seem to us out of the ordinary, but to many others it appears as astounding. It happens that the Jeffery company possesses the capital, equipment and experience necessary to produce a car of such quality in advance of the times.

The most striking feature in the trend of motor car development in the next two years will, of course, be the motor. The owner of a five thousand dollar car, weighing six thousand pounds and costing twenty-five cents a mile to operate, will appreciate the necessity for the Jeffery high speed, mono-bloc motor in a car weighing less than three thousand pounds and equipped with imported annular ball bearings, Spicer universal joints, Daimler flexible leather coupling and the latest and most improved type of full floating rear axle.

Put on a car like this a Rothschild body, large and roomy, and the appeal becomes just as strong to the man owning the low priced car which may be utterly devoid of comfort. The logic of the Jeffery manufacturing policy for 1914 is thus best illustrated.

To make this more clear, we are appealing to two distinct classes, the man with the ability to buy a car at any price, but who has sense enough to know that the ultimate car must be economical and, therefore, chooses the Jeffery to realize economy. On the other hand, we appeal with even greater strength to the man who has been forced to buy a lower priced car in order to avoid the big, bulky motors, unnecessary weight and high tire and upkeep expense. The high priced car man is coming down for economy. The low priced car man is going up for comfort.

Good mechanics all over this country have told me, in the last sixty days, that they knew such a car was the ultimate thing but they did not anticipate that it would be done quite yet. To prove the wisdom of their point of view, we have only to point to the Paris show and to comment upon the proportion of light, high speed, mono-bloc motors shown there. Fifty-two out of eighty-six of the makers exhibiting at the Paris show displayed cars with motors smaller than that of the Jeffery. In spite of this fact, all of these cars were heavier than the Jeffery Four. This indicates that we are somewhat in advance of even the best European practice.

The dealer who is familiar with the latest thing in motors, regardless of the great selling opportunity presented by the Jeffery Four, has not so far anticipated this, but he did not expect it to come so soon. The result has been a demand on the part of dealers selling cars of all prices. This simply proves again a well established fact of merchandise experience, i. e., the great field of buyers is on the middle ground.

The nobility in Europe demand something different from the common people; therefore, they buy big, heavy, expensive cars—just to be different.

The man without great means in America, if he desires economy, must buy a low priced car quite often without quality and comfort. He wants comfort, but he can't afford to pay the price. Now, he has the opportunity in the Jeffery Four and Six to enjoy quality, appearance and comfort without the sacrifice of light weight, economy and efficiency.

The Jeffery factory, as a result, is running night and day and the output for the coming year has been pretty well taken, but if it is necessary this can be increased, as the Jeffery plant is equipped with three million dollars' worth of the modern machinery, and we have been planning for two years to be ready for this very thing.

The question has often been asked as to how the Jeffery company, or any other company, could not so far on the market a car of this quality at such a price. It is doubtful whether we could do it were we not in a position financially to do things quite unusual in the motor car industry. We are not burdened by numerous stockholders and the necessity for large dividends. We will be satisfied with a small margin of profit if we can satisfy the owner and increase our sales to the point where production can be carried on a vastly more economical scale than has ever been possible in the past.

In line with this idea, the popularity of the new car has made it possible for the Jeffery company to greatly decrease its selling expense by turning over to responsible dealers the retail selling privileges in cities where branches were formerly maintained. In the case of the Jeffery, the owners of our product will not suffer in the slightest because we have considered first in making these connections the responsibility and integrity of the dealer taking over the branch.

territory. It is our desire, therefore, to devote our efforts entirely to manufacturing, leaving the retail field entirely to the retail dealers.

MAKES RECORD TIME.

The value of the motorcycle in commercial work has again been demonstrated by V. S. Ballard of Bowie, La. Mr. Ballard is a special representative of a casualty company of New Orleans and his duties necessitate his traveling over practically the entire state. Many of the towns he visits have no railroad facilities, and the roads in many cases are so poor that they are almost impassable for a four wheeled vehicle. But with a motorcycle Mr. Ballard has no difficulty in covering his territory in record time.



THE BEST POSSIBLE PLEA FOR GOOD ROADS.

AUTO INSURANCE IMPORTANT FACTOR

All Sorts and Kinds of Motor Insurance Written by Big Companies.

All angles are covered by modern automobile insurance. Your car is protected against accident, fire, theft, explosion, burglary and fatalities. The first consideration with nine out of ten automobile purchasers is insurance. This proposition has developed into a necessity and a vital incident to the maintenance of a car. Policies are issued to cover your car no matter where it may be.

CYCLE CARS IN THIS TERRITORY

Fort Atkinson Garage Secures Agency for Famous Little Cars.

The Fort Atkinson Garage has taken the agency for the "Rayfield" cycle cars and are the sole distributing agents for Jefferson, Rock and Walworth counties. These cars sell for \$375 and are made with three styles of bodies: open roadster, roadster with enclosed body and doors and light delivery body made to fit the same chassis, with capacity of 500 pounds.

While the "Rayfield" is termed a cyclecar, yet it is in reality a real automobile, having standard tread of 56 inches and the same general construction as an automobile, only on a smaller scale.

The features of the "Rayfield" are: four-cylinder, 2 3/4 x 4 1/2 inch, water-cooled motor. The long stroke will insure between 30 and 40 miles on a gallon of gasoline. High tension magnets doing away with the unreliability of dry cells or storage battery. Constant level splash and force feed oil system, by means of rotary pump to all bearings and connecting rods. Selective sliding gear transmission having two speeds forward and one reverse with drive shaft to bevel gear on rear axle. Demountable wheels, 36-inch wheel base, insuring easy riding at all speeds. Cross type springs, suspended on swinging lugs that will not sag under load owing to parallel bar construction. Prest-o-lite tank. Two gas headlights. One tail light.

The Fort Atkinson Garage company has contracted for a number of these cars and expects to begin making deliveries the latter part of this month.

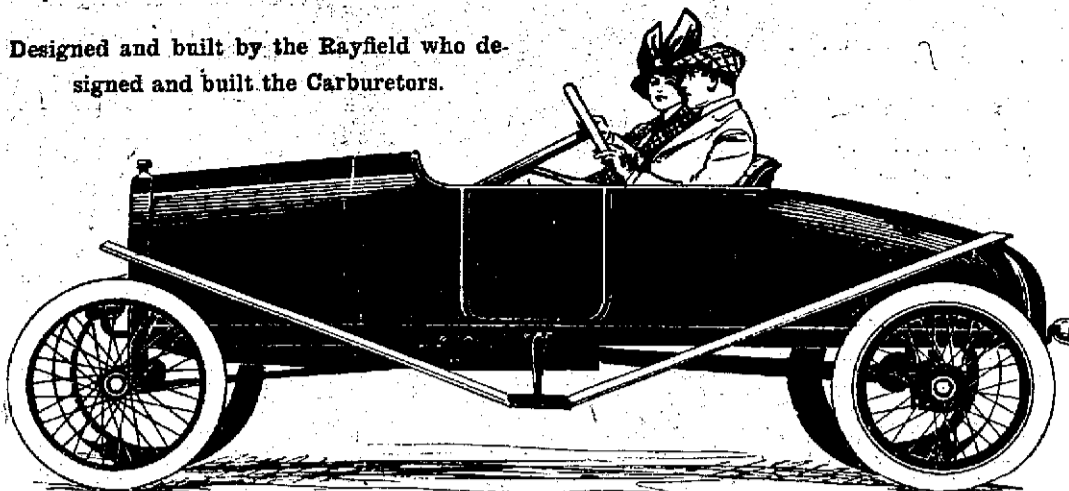
BICKNELL ADDS AUTO GOODS

Full Supply of Auto Accessories Carried by Local Firm.

Owing to the increasing demand for automobile accessories by their trade, the Bicknell Manufacturing and Supply company have added to their line of heavy hardware a complete and comprehensive stock of everything that motorists need in the way of accessories and supplies. Mr. Bicknell has a thorough knowledge of what the trade desires, and has applied this knowledge in the selection of this new line of goods. Everything is of the best quality and prices asked are reasonable.

\$375 — THE RAYFIELD CYCLECAR — \$375

Designed and built by the Rayfield who designed and built the Carburetors.



SPECIFICATIONS IN DETAIL

Engine: 4-cylinder, 2 3/4 x 4 1/2, water-cooled.

This is the same type of motor as used in the biggest cars, only smaller, of course. It will run the car fifty miles per hour and will run thirty to forty miles on a gallon of gasoline.

Horse-Power: 14.

Cooling: Water-cooled. Fan located in front of motor.

Ignition: Magneto.

Lubrication: Constant level splash system.

Carburetor: Rayfield make, designed by the Rayfields.

Transmission: Selective, sliding gear. Two speeds forward and reverse. Drive shaft to bevel gear on rear axle.

Axles: Made of extra-strong, heat-treated steel, tubular.

Brakes: External-contracting.

Steering Gear: Rack-and-pinion type.

Frame: Shelby steel tube.

Wheels: Wire wheels, 25-inch diameter.

Rims: Clincher.

Tires: 28x3 Goodyear.

Wheelbase: 96 inches.

Tread: Standard 56-inch tread.

Springs: Cross type, suspended on swinging lugs from torsion rods. These springs are so designed that one passenger alone will not tip the car noticeably.

Control: Spark at steering-wheel. Throttle, pedal control. Central control.

Gasoline Capacity: Five gallons.

Oil Capacity: Sufficient for 500 miles.

Upholstering: Very durable imitation leather over heavy padded curled hair.

Light: Prest-O-Lite tank; two gas head lights and one tail light.

Body: Pressed sheet steel, finely finished. Two passengers, seated side by side.

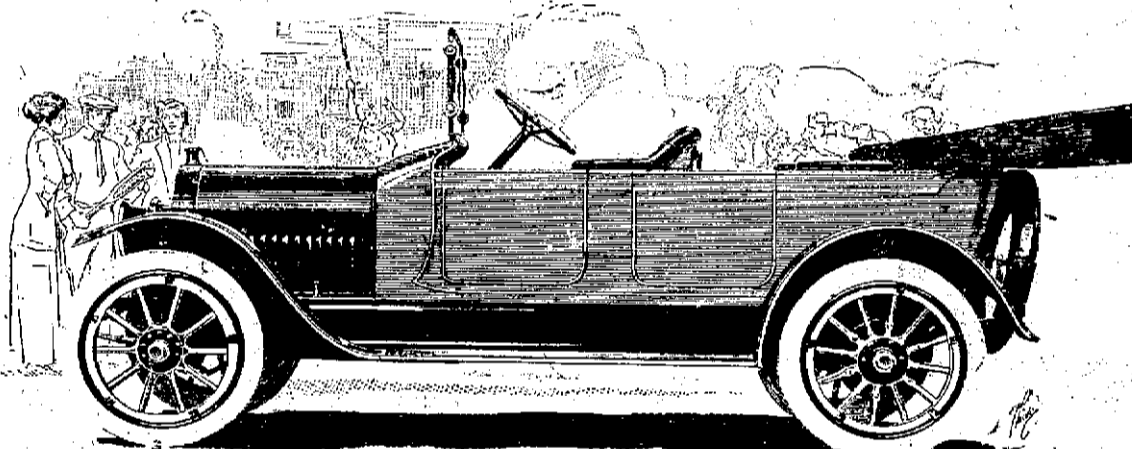
Weight: About 650 lbs.

We sell the Rayfield Six and the Rayfield Light Delivery Car. Agents for Jefferson, Rock and Walworth Counties. Write for circulars and demonstration.

FT. ATKINSON GARAGE

EDWARD L. BELLMAN, FORT ATKINSON, WIS., ERNEST MUELLER.

(Note). Lift the bonnet of the Rayfield and you will see all the good motor points of a \$3,000 car.



"YOU'VE GOT A FINE CAR THERE!"

THE man who knows---the expert mechanic at your garage, will give you the most enthusiastic endorsement of the new Jeffery Four. When he says, "You've got a fine car there," it means a lot. He knows what to look for; he knows what there ought to be in a moderate priced car to make it really high grade.

The expert mechanic will tell you that he's been hoping that someone would do what we've done with the Jeffery, but he didn't expect it for another year. He'll back up our claims for the new Jeffery high speed bloc-type motor. He knows that such a motor, the new European type, provides the only way to give you power and speed without heavy expense—that the day of the heavy motor is past. The heavy motor has predominated in America. On the other side the light car leads the field by a wide margin. Here the Jeffery motor is considered extremely light—over there it's a giant.

Here is the lesson of the Paris show. Out of eighty-six exhibitors, fifty-two did not show a single model with as large a piston as is used in the Jeffery, light and compact as it is. The average European bore and stroke has been fixed at 3.1 by 5.5 inches. The Jeffery is 3 3/4 x 5 1/4.

Here is the lesson of the New York show. The Jeffery with its new European type of high speed motor, its new European type of body design dominates here just as the same ideas dominated abroad.

THE JEFFERY FOUR AT \$1550

IS THE FIRST HIGH-GRADE CAR AT A MODERATE PRICE. IT IS THE FIRST CAR IN ITS CLASS TO OFFER YOU SPEED, POWER, STRENGTH, RELIABILITY, ECONOMY, QUALITY, AND—ABOVE ALL, COMFORT.

THE SPECIFICATIONS ARE BRIEFLY STATED BELOW. GO OVER THEM WITH ANY EXPERT MECHANIC. THEY TELL THE STORY. SEND FOR THE "JEFFERY CIRCLE." THESE POINTS ARE COVERED THERE IN MORE DETAIL. THEY SHOW WHERE THE BIG VALUE COMES IN; WHERE EXTRAORDINARY QUALITY IS MAIN.

U-S-L starting and lighting, without chains, gears or belts. Imported annular ball bearings. Speed it up to forty miles an hour, shut off your engine and coast half a mile. Spicer universal joints, combination force-feed and splash oiling system; four-speed transmission—the lightest and easiest to operate.

High-grade, full floating type rear axle on imported annular ball bearings—a delight to the mechanic.

Flexible leather coupling between clutch and transmission.

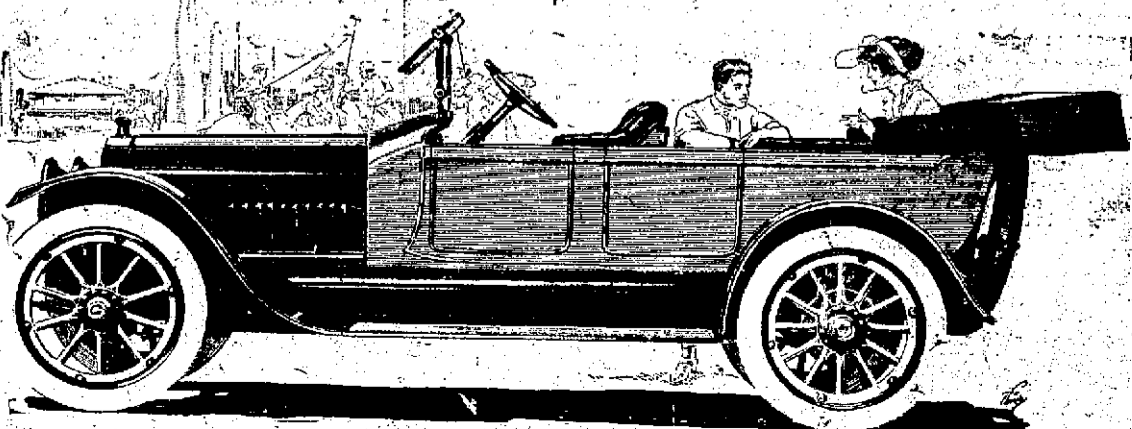
Vanadium steel in springs, rear axle drive shafts and front axle. Rayfield carburetor; left drive and center control. Pressure-feed gasoline tank; pump operated through cam shaft. Bosch Duplex Ignition. Solar lamps with dimmer, operated by four-position switch.

The Jeffery Four equipment includes Neverleak top, rain-vision windshield, Stewart-Warner speedometer, ammeter, extra demountable rim, with carrier, electrically lighted dash replete with latest attachments. Klaxet horn and complete tool equipment.

Jeffery

**The Thomas B.
Jeffery Company**

MAIN OFFICE AND WORKS,
KENOSHA, WISCONSIN.



Jeffery

R. B. TOWNSEND

Local Representative

Evansville, Wis.

HOW TO BE WEALTHY.

100

Side Lights On The Circus Business

By
D. W. WATT

(Copyrighted.)

Many people in Janesville will recall Joseph Miller of Miller Bros., 101-Tenth West, which showed here last summer. It was Joseph Miller who rode the beautiful white horse at the rear of the parade and also headed the grand entry at the opening of the show. He has been the one active manager of the show from the time it was first started and he and his brother probably the first showmen in the country to buy out the equipment of an entire army.

"All or nothing, and here's the money on the table, every cent of it," said Joseph C. Miller to the Mexicans coming to see the show.

Gold money looks good down in that country and a moment later Miller had bought the entire equipment of the federal army which fled from Juarez across the Rio Grande, and also headed the grand entry at the opening of the show. He has been the one active manager of the show from the time it was first started and he and his brother probably the first showmen in the country to buy out the equipment of an entire army.

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ORFORDVILLE

Orfordville, Feb. 27.—Emmett Ward of Cameron, Wis., is in the village making a visit among friends and relatives.

The Ladies' Aid society met at the church parlors of Thursday afternoon; there was a good attendance and an interesting time.

Hon. Burr Sprague of Brodhead was in the village for a few hours on Friday, transacting legal business.

August Weiburg who has been on the sick list for the past few days, is able to be out again; during his illness, Nile Heggard was in charge of the restaurant.

Miss Myrtle Grenawalt and a gentleman friend from Brodhead, were in the village for a short time on Thursday evening.

Foreman, Schultz has purchased a five-horse power engine which he will install on his headcar in place of the one that has acted as a propeller for the past several months, but which has been strong enough for every emergency.

Arthur Wiggins from Seven Oaks, Wis., arrived in Orfordville on Friday morning.

Mr. and Mrs. Roy Grenawalt entertained a party of about one hundred invited guests at lunch on Friday evening, in honor of Mr. and Mrs. Byron Grenawalt, who were wedded at Brodhead on Wednesday.

CLINTON

Clinton, Wis., Feb. 27.—Rev. William Crawford was in Beloit Tuesday attending the conference of Congregational ministers of the surrounding towns.

Mr. and Mrs. Roy Weaver of Darien were here Wednesday visiting relatives.

Walter L. Beier of Rockford was here yesterday calling on old friends and neighbors.

Miss Nellie Crandall of Illinois is visiting Mrs. Beier.

Miss Sophia Chord of Delavan was here Wednesday to see her parents.

Mrs. Frank Niskern of Allen Grove was here Wednesday to attend the meeting of United Workers of the Congregational church, who met with her daughter, Mrs. A. W. Miller.

Mrs. Alonzo Titus of Watford, Wis., is visiting friends here.

Mrs. Hannah Stoney and Kelsey of a local family, are visiting with Charles Stoney and family.

Mrs. Charles Bean went to Delavan last evening to attend the marriage of her sister. Mr. Bean will join her Saturday evening.

Mr. Carl Smith has returned to Clinton after spending several weeks nursing her son at his home near Darien. Mr. Smith is convalescing, but his two boys now have the whooping cough.

The Baptist people will enjoy a sleighride out to the country home of Mr. and Mrs. Peter Sorenson Friday evening.

A number of men, a good many of the number farmers, attended the meeting of the Public Interest club at the city hall last evening. After assembling at the hall the men adjourned to the Clinton and Sylvan and partook of a splendid supper, and then all returned to the hall and listened to a fine lecture on Holstein cows, delivered by W. C. Schroeder of Watrous.

Mr. Schroeder was a classmate of our esteemed low townsman, Jay I. Greene, when they were attending the state university. A male quartet rendered some very fine songs that captivated the audience.

REAL ESTATE TRANSFERS.

Margaret Abbott and Ellen Dubbs, Bridget Keenan, w/o lots 9 and 10, Mitchell's sub, Janesville.

Breda E. Predendahl and wife to Bert Schultz; lot 17, blk. 2, Lincoln Ave. Peak add, Beloit; \$450.

Sylvester House and wife to George W. Burt; lots 43, 44, 45, Pleasant View add, Beloit.

Anna E. Woolston to Carrie E. Van Valzah and Grace C. Woolston; lot 17, blk. 1, Clinton.

Bertha C. Mosher to C. E. Sweeney, w/o, ne 1/4 and nw 1/4 sec. 35-4-11.

Daniel Gannon (s) to James M. Phyl, s 80 acres n 1/2 n 1/4, 2-3-12, \$800.

S. A. Wileman to Ida Wileman, his wife, \$1,100; pt. sec. 4-4-12.

George H. Cram and wife to Claud C. Walker, \$310; lot 12 Cram's sub, Beloit.

George H. Cram and wife to Grace S. Walker, \$325; lot 32 Cram's sub, Beloit.

Lizzie Milford to William McDermott, pt. sec. 2-3-12 and 11-3-12.

Fred S. Boettcher and wife to Roy L. Cary, e pt. s 1/2 n 1/4, 2-4-13, and sw 1/4 n 1/4, 1-4-13.

Boettcher, lot 139 Pease's 2d add, Janesville.

Roy L. Cary and wife to Fred G. Boettcher and wife; lot 284 and pt. 285, 286 Pease's 2d add.

George S. Cram and wife to J. C. Williams, pt. ne 1/4 sw 1/4 sec. 27-4-13, \$300.

Annie G. Patch to Frank and William Blazer, \$1; ne 1/4 sec. 36-1-13.

Abby J. Strong Est. by ex's to Jva L. Williams, \$3,000; lot 14 and pt. 15, blk. 57, Beloit.

Albert Stark and wife to John Linde, \$1; lots 3 and 4, blk. 5, Afton.

Albert Stark and wife to John Linde, pt. lots 7 and 8, blk. 6, Afton.

Alexander Caldwell and wife to George A. Davis, \$10,000; e 1/2 sec. 4.

sec. 11-2-13.

Frank P. Welch and wife to Arthur E. Badger, w/o, w/o sec. 22-3-12.

Arthur E. Badger and wife to Daisy H. Welch; lot 5, Ashland sub, Janesville.

Andrew M. McLaughlin and wife to Charles Lapp; pt. sec. 22-1-10 and sec. 27-1-10, \$1.

Elizabeth Mucherhede to Catherine Danils, sec. sw 1/4 31-3-13, and pt. nw 1/4 32-13.

Margaret A. Reed to Maurice Reed; s 1/2 e 1/2 nw 1/4 sec. 11-2-12; \$1.

Blaine Hansen (s) to Earl Matson; lot 7, Weirick's sub, Beloit, \$650.

Calvinville Center, Feb. 26.—Chas. Bennett of Vernon county arrived here last Saturday to be present at the F. Bennett sale and visit relatives.

A few members of Mr. and Mrs. Siles spent Tuesday evening with them. They are going to move back to Baraboo. They have made many friends during their stay here who are sorry to have them depart.

Herman Siles has purchased the Leon Spencer farm east of Footville. He will move in March.

Mr. Christofferson moved to Janesville Tuesday. The Saturday Herman Woodstock moved into the house vacated by them and will work their farm the present year.

Mrs. Wm. Woodstock and daughter Esther returned home Tuesday.

Mr. and Mrs. A. E. Townsend and son Lester spent Wednesday in Beloit with Roy Townsend and family.

W. B. Andrew and B. F. Andrew left Thursday for Harvard. They expect to go to Lake Geneva to spend a day fishing.

Mr. and Mrs. John Setzer of Orfordville spent Thursday with Magnolia relatives and friends.

Mr. Chas. Davis moved Thursday to the farm recently purchased from Ben Mapes.

Gus Erdman has moved to the Seeman place in town of Center.

Ben Mapes and family have moved to their new home near Evansville. Walter Thompson is hauling corn from Jennie Thompson's farm; Leslie Townsend is assisting him.

Mr. Siles loaded his car of household goods, etc., Thursday, to be sent to Baraboo.

Mr. Fred Palmer entertained a number of her lady friends Wednesday.

Albion, Feb. 28.—Miss Mary Varz of Edelstein, Illinois, returned home Monday after a few days' visit at H. C. and Mrs. J. H. Smith.

Kenneth Whitford delivered his baccos to Edgerton buyers yesterday. A baby girl was born to Mr. and Mrs. Ezra Busey Wednesday morning, Feb. 25. Edith Smith is caring for mother and child; who are doing nicely.

The Albion graded school children and teachers enjoyed a sleigh ride Thursday afternoon.

A number from here attended the ski jump at Stoughton today.

Word was received Sunday evening from Janesville that a son was born to Mr. and Mrs. L. J. Tyler February 22.

Greenwood, Ind., Feb. 27.—"First my hair began to fall, then my scalp itched and burned when I became warm. I had pimples on my scalp; my hair was falling out gradually until I had scarcely any hair on my head. I couldn't keep the dandruff off at all. My hair was dry, lifeless and I lost a night from the terrible itching sensation. I would pull my hair off and scratch my head any place I happened to be."

"For several years I was bothered with pimples on my face. Some of them were hard red spots, some were full of matter, and many blackheads. I was always picking at them and caused them to be sore. They made my face look so badly I was ashamed to be seen."

"I tried washing my head with Cuticura Soap, dried without rinsing, then put the Cuticura Ointment on and rubbed it into the scalp. I applied the Cuticura Soap and Ointment the same each week until cured. The members' use of Cuticura Soap and Ointment brought my face as smooth and clean as can be." (Signed) C. M. Hamilton, Sept. 24, 1912.

Cuticura Soap (25c.) and Cuticura Ointment (50c.) are sold by druggists and dealers everywhere. Liberal sample of each mailed free, with 32-p. Skin Book. Address postcard "Cuticura, Dept. T, Boston."

Men who shave and shampoo with Cuticura Soap will find it best for skin and scalp.

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Little Bernard Kelly, who is sick with pneumonia, is better at this writing.

The ladies' societies of Albion purchased the lumber for a hardwood floor for the S. D. B. church. The men folks were busily engaged this week tearing out the old floor and laying the new.

A son was born to Mr. and Mrs. Henry Kelly Wednesday, Feb. 18.

The Campers' Club will meet March 5th with Mrs. H. S. Kipp.

Mrs. Morgan is visiting with relatives in Milton.

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Rev. Laughlin of the Presbyterian church of Janesville gave a temperance address at the M. E. church last Wednesday evening.

Hurst Barnett of Milwaukee is visiting at the home of his parents, Rev. and Mrs. J. W. Barnett.

Henry Tilley has returned from a visit at the home of his brother in Fresno, California.

Porter Upson of Boscobel visited friends in town Sunday.

John Knudson of Madison spent Sunday at the home of his mother, Mrs. A. J. Berge has been very ill for several days.

Mr. and Mrs. A. G. Piller attended the mail carriers' convention and visited friends in Madison today.

Mrs. Grace Anderson has been ill for several days.

John Cullen has rented the residence of Mrs. Towles in town and will move into it soon.

The camp fire girls of Miss Shelton's had enjoyed a sleigh ride to Evansville Thursday night.

Mrs. Phila. Hughtart and infant daughter, who have been visiting at the home of her sister, Mrs. Lillian Milbrandt, returned Wednesday to their home at Camp Douglas.

Milton Junction, Feb. 27.—The sophomore contest was held Thursday evening at the high school. The following program was given:

Helen Williams—Billy Brad and For-bidden Fruit.

Violet Shadel—A Second Trial.

Glaucus Keith—An Abandoned Hope.

Margaret Owen—Wee Willie Winkie.

Lois Butts—Startling Revelations.

Marie Ehr—The One Legged Soldier.

Wanda Williams—The Seven Ministers.

Wanda Williams—Twelve.

Anna Fox—Bertha's Debut.

Mildred Wileman—Too Late for the Train.

Music—High School Glee Club.

Gladius—Spartacus Address to the Gladiators.

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Wayland Coon—On the Mexican War. Paul Kelly—Liberty and Union one and inseparable.

Perle Clarke—The American Union, a Geographical Necessity.

Greenman—The Greater Republic.

Music—High School Glee Club.

The first place among the girls was awarded to Marie Ehr, second, Wanda Williams, and third, Helen Williams.

The first among the boys was given to Wayland Coon, second, George Greenman and third Frank Fisher.

Mrs. J. M. Gahagan went to Madison today and was accompanied home by Mr. Gahagan, who is doing nicely.

Mrs. Arthur Yerke spent Wednesday in Whitewater.

Mrs. Julius Strassberg was a Ft. Atkinson visitor Thursday.

The W. R. C. met in their rooms yesterday afternoon.

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Beware of Becoming Narrow. Don't let yourself grow narrow. Take alarm at once if you find you are getting into a habit of criticizing unkindly nearly everything the people around you do.

YOU'RE BILIOUS AND COSTIVE!—CASCARETS

Sick Headache, Bad Breath, Sour Stomach, mean Liver and Bowels Clogged—Clean up tonight.

Get a 10-cent box now. Furred



DOINGS OF THE VAN LOONS—Isn't Grace the Man-hater-though—

Art.
Art may be served by morality; it
can never be its servant—Arthur
Symons.

REMARKABLE CASE of Mrs. HAM

Declares Lydia E. Pinkham's
Vegetable Compound
Saved Her Life
and Sanity.

Shamrock, Mo.—"I feel it my duty
to tell the public the condition of my
health before using your medicine. I had
falling, inflammation
and congestion,
female weakness,
pains in both sides,
backaches and bearing
down pains, was
short of memory,
nervous, impatient,
passed sleepless
nights, and had
neither strength nor
energy. There was always a fear and
dread in my mind, I had cold, nervous,
weak spells, hot flashes over my body.
I had a place in my right side that was
so sore that I could hardly bear the
weight of my clothes. I tried medicines
and doctors, but they did me little good,
and I never expected to get out again.
I got Lydia E. Pinkham's Vegetable
Compound and Blood Purifier, and I cer-
tainly would have been in grave or in an
asylum if your medicines had not saved
me. But now I can work all day, sleep
well at night, eat anything I want, have
no hot flashes or weak, nervous spells.
All pains, aches, fears and dreads are
gone, my house, children and husband
are no longer neglected, as I am almost
entirely free of the bad symptoms I had
before taking your remedies, and all is
pleasure and happiness in my home."—
Mrs. JOSE HAM, R. F. D. 1, Box 22,
Shamrock, Missouri.

If you want special advice write
Lydia E. Pinkham Medicine Co.,
(confidential) Lynn, Mass.

FEED

Do not overlook our offerings
when you are in the market.

OIL MEAL . . . \$1.65 per 100 lbs.
MIDDLINGSS . \$1.30 per 100 lbs.
BRAN \$1.30 per 100 lbs.

H. P. RATZLOW & CO.
TIFFANY, WIS.

SO DECEPTIVE

Mary Janesville People Fail to
Realize the Seriousness.

Backache is so deceptive.
It comes and goes—keeps you
guessing.

Learn the cause—then cure it.
Possibly it's weak kidneys.
That's why Doan's Kidney Pills
are so effective.

They're especially for weak or
disordered kidneys.

Here's a Janesville case.
Lewis Gower, decorator, 1214 Min-
eral Point Ave., Janesville, Wis., says:

"Handling paints and turpentine prob-
ably started my kidney trouble, and I
had severe attacks of pain through
my loins. When I bent over I had
trouble in straightening again. My
kidneys acted irregularly. It is
possible that riding a bicycle had
something to do with bringing on the
backache. It was Doan's Kidney
Pills that cured me. Since then my
kidneys have been strong and haven't
had any more pains or aches. I still
use Doan's Kidney Pills once in
while and they keep my kidneys in
good shape."

For sale by all dealers—Price
50 cents. Foster-Milburn Co.,
Buffalo, New York, sole agents for
the United States.

Remember the name—Doan's—
and take no other.

The Hollow of Her Hand

By
GEORGE BARR
MCGUTCHEON

Illustrations by Ellsworth Young

Leslie was fit the middle of a sen-
tence when Sara laughed aloud, with-
out excuse or reason. The next in-
stant she was looking from one to the
other in a dazed sort of way, as if
coming out of a dream.

Wrandall turned scarlet. There had
been nothing in his remarks to call
for a laugh, he was quite sure of that.
Flushing slightly, she murmured some-
thing about having thought of an
amusing story, and begged him to
go on, she wouldn't be rude again.

He had little zest for continuing the
subject and sullenly disposed of it in
a word or two.

"What the devil was there to laugh
at, Brandy?" he demanded of his
friend after the women had left them
together on the porch a few minutes
later. "Hetty had gone upstairs with
Mrs. Wrandall, her arm clasped tight-
ly about the older woman's waist."

"I dare say she was thinking about
you falling a mile or two," said Booth
pleasantly.

But he was perplexed.

CHAPTER X.

Man Proposes.

The young men cooled their heels
for an hour before word was brought
down to them that Mrs. Wrandall
begged to be excused for the after-
noon on account of a severe head-
ache. Miss Castleton was with her,
but would be down later on. Mean-
while they were to make themselves
at home, and so on and so forth.

Booth took his departure, leaving
Leslie in sole possession of the porch.
He was restless, nervous, excited;
half-afraid to stay there and face Hetty
with the proposal he was deter-
mined to make, and wholly afraid to
forsake the porch and run the risk of
missing her altogether if she came
down as signified. Several things
disturbed him. One was Hetty's de-
plorable failure to hang on his words
as he had fondly expected her to do;
and then there was that very disqui-
eting laugh of Sara's. A hundred
times over he repeated to himself that
sickening question: "What the devil
was there to laugh at?" and no an-
swer suggested itself. He was decid-
edly cross about it.

Another hour passed. His heels
were quite cool by this time, but his
blood was boiling. This was a device
of a way to treat a fellow who had
gone to the trouble to come all the
way out in a stuffy train, by Jove, it
was! With considerable asperity he
rang for a servant and commanded
him to fetch a time table, and to be
quick about it, as there might be a
train leaving before he could get back
if it took him as long to find it as it
took other people to remember their
obligations! His sarcasm failed to
impress Murray, who said he thought
there was a schedule in Mrs. Wran-
dall's room, and he'd get it as soon
as the way was clear, if Mr. Wrandall
didn't mind waiting.

"If I minded waiting," snapped Les-
lie. "I wouldn't be here now."

As the footman was leaving, Sara's
automobile whirled up to the porte-
cochere.

"Who is going out, Murray?" he
called in surprise.

"Miss Castleton, sir. For the air,
sir."

"The deuce you say!" gasped the
harassed Mr. Wrandall. It was a
pretty kettle of fish!

Hetty appeared a few minutes later,
attired for motoring.

"Oh, there you are," she said, spy-
ing him. "I am going for a spin.
Want to come along?"

He swallowed hard. The ends of
his mustache described a pair of ab-
solutely horizontal exclamation
points. "If you don't mind being en-
cumbered," he remarked sourly.

"I don't in the least mind," said she
sweetly.

"Where are you going?" he asked
without much enthusiasm. He wasn't
to be caught appearing eager, not he.
Besides, it wasn't anything to be slip-
pant about.

"Yonder," she said, with a liberal
sweep of her arm, taking in the whole
landscape. "And be home in time to
dress for dinner," she added, as if to
relieve his mind.

"Good Lord!" he groaned, "do we
have to eat again?"

"We have to dress for it, at least,"
she replied.

"I'll go," he exclaimed, and ambled
off to secure a cap and coat.

"Sara has planned for a run to
Lenox tomorrow if it doesn't rain,"
she informed him on his return.

"Oh," he said, staring. "Booth gets
a day off on the portrait, then."

"Being Sunday," she smiled. "We
knock off on Sundays and bank holi-
days. But, after all, he doesn't really
get a holiday. He is to go with us,
poor fellow."

He looked as though he expected
nothing. He could only sit back and
wonder why the deuce Sara meant by
behaving like this.

They returned at seven. Dinner
was unusually merry. Sara appeared
to have recovered from her indisposi-
tion; there was color in her cheeks
and life in her smile. He took it to
be an omen of good fortune, and was
immeasurably confident. The soft,
cool breezes of the starlit night blew
visions of impending happiness across
his lively imagination; fanned his im-
patience with gentle ardor; filled him
with suppressed sighs of contentment,
and made him willing to forego the
delight of conquest that he might live
longer in serene anticipation of
its thrills.

Ten o'clock came. He arose and
stretched himself in a sort of ecstasy.
His heart was thumping loudly, his
senses swam. Walking to the veran-
dah rail he looked out across the
moonlit sound, then down at the se-
lected nook over against the garden
wall—spot to be immortalized—and
actually shivered. In ten minutes'
time, or even less, she would be down
there in his arms! Exquisite medita-
tions!

He turned to her with an engaging
smile, in which she might have dis-
cerned a prophecy, and asked her to
come with him for a stroll along the
wall. And so he cast the die.

Hetty sent a swift, appealing look
at Sara's purposely averted face. Les-
lie observed the act, but misinterpret-
ed its meaning.

"Oh, it is quite warm," he said
quickly. "You won't need a wrap," he
added, and in spite of himself his
voice trembled. Of course she wouldn't
need a wrap!

"I have a few notes to write," said
Sara, rising. She deliberately avoid-
ed the look in Hetty's eyes. "You will
find me in the library."

She stood in the doorway and
watched them descend to the terrace,
a sphinx-like smile on her lips. Hetty
seemed very tall and erect, as one go-
ing to meet a soldier's fate.

Then Sara entered the house and
sat down to wait.

A long time after a door closed
stealthily in a distant part of the
house—the sun-parlor door, she knew
by direction.

A few minutes later an upstairs
door creaked on its hinges. Some one
had come in from the mellow night,
and some one had been left outside.

Many minutes passed. She sat
there at her father's writing table
and waited for the other to come in.

At last quick, heavy footfalls sounded
on the tiled floor outside and then
came swiftly down the hall toward
the small, remote room in which she
sat. She looked up as he unceremo-
niously burst into the room.

He came across and stood over her,
an expression of utter bewilderment
in his eyes. There was a ghastly
smile on his lips.

"D—n it all, Sara," he said shrilly,
"she—she turned me down."

He seemed incapable of comprehen-
sion.

She was unmoved. Her eyes nar-
rowed, but that was the only sign of
emotion.

"I—I can't believe—" he began
querulously. "Oh, what's the use?
She won't have me. 'Gad! I'm trem-
bling like a leaf. Where's Watson?
Have him get me something to drink.
Never mind! I'll get it from the side-
board. I'm—I'm d—d!"

He dropped heavily into a chair
at the end of the table and looked at
her with glazed eyes. As she stared
back at him she had the curious feel-
ing that he had shrunk perceptibly,
that his clothes hung rather limply
on him. His face seemed to have lost
all of its smart symmetry; there was
a looseness about the mouth and chin
that had never been there before. The

saucy, arrogant mustache sloped de-
jectedly.

"I fancy you must have gone about
it very badly," she said, pursing her
lips.

"Badly?" he gasped. "Why—why,
good heavens, Sara, I actually plead-

ed with her," he went on, quite pa-
thetically. "All but got down on my
knees. To her—D—n me, if I can
understand myself doing it either. I
must have lost my head completely.
Begged like a 'dive-sick' schoolboy!
And she kept on saying no—no—no!

And I, like a blithering ass, kept on
telling her I couldn't live without her,
that I'd make her happy, that she
didn't know what she was saying,
and—But, good Lord, she kept on
saying no! Nothing but no! Do—do
you think she meant to say no? Could
it have been hysteria? She said it so
often, over and over again, that it
might have been hysteria. I never
thought of that. I—"

"No, Leslie, it wasn't hysteria, you
may be sure of that," she said de-
liberately. "She meant it, old fel-
low."

He sagged deeper in the chair.
"—I—I can't get it through my head,"
he muttered.

"As I said before, you did it badly,"
she said. "You took too much for
granted. Isn't that true?"

"Good knows I didn't expect her to
refuse me," he exclaimed, glaring at
her. "Would I have been such a fool
as to ask her if I thought there was
the remotest chance of being—?" The
very thought of the word caused it to
stick in his throat. He swallowed
hard.

"You really love her?" she demand-
ed.

"Love her?" There was a sob in
his voice. "I adore her, Sara. I
can't live without her. And the worst
of it is, I love her now more than
I did before. Oh, it's appalling! It's
horrible! What am I to do, Sara?
What am I to do?"

"Be a man for a little while, that's
all," she said coolly.

"Don't joke with me," he groaned.

"Go to bed, and when you see her
in the morning tell her that you un-
derstand. Thank her for what she
has done for you. Be—"

"Thank her?" he almost shouted.
"—Yes; for destroying all that is de-
testable in you, Leslie—your self-con-
ceit, your arrogance, your false no-
tions concerning yourself—in a word,
your egotism."

He blinched incredulously. "Do you
know what you're saying?" he gasped.

She went on as if she hadn't heard
him.

"Assure her that she is to feel no
compunction for what she has done,
that you are content to be her loyal,
devoted friend to the end of your
days."

"But, hang it, Sara, I love her!"

"Don't let her suspect that you are
humiliated. On the contrary, give her
to understand that you are cleansed
and glorified."

"What utter tommy—"

"Wait! Believe me, it is your only
chance. You will have to learn some
time that you can't ride roughshod
among angels. Think it over, old fel-
low. You have had a good lesson.
Froth by it."

"You mean I'm to sit down and
twirl my thumbs and let some other
chap snap her up under my very nose?
Well, I guess not!"

"Not necessarily. If you take it
manfully she may discover a new in-
terest in you. Don't breathe a word
of love to her. Go on as if nothing
had happened. Don't forget that I
told you in the beginning not to take
no for an answer."

He drooped once more, biting his
lip. "I don't see how I can ever tell

mother that she refused—"

"Why tell her?" she inquired, rising.
His eyes brightened. "By Jove, I
shan't," he exclaimed.

"I am going up to the poor child
now," she went on. "I dare say you
have frightened her almost to death.
Naturally she is in great distress. I
shall try to convince her that her de-
cision does not alter her position in
this house. I depend on you to do
your part, Leslie. Make it easy for
her to stay on with me."

He mellowed to the verge of tears.
"I can't keep on coming out here
after this, as I've been doing, Sara."

"Don't be silly! Of course you can.
This will blow over."

"Blow over?" he almost gasped.

"I mean the first effects. Try being
a martyr for a while, Leslie. It isn't
a bad plan, I can assure you. It may
interest you to know that Challis pro-
posed to me three times before I
accepted him, and yet I—I loved him
from the beginning."

"By Jove!" he exclaimed, coming
to his feet with a new light in his
eyes. The hollows in his cheeks
seemed to fill out perceptibly.

"Good night!"

"I say, Sara, dear, you'll—you'll help
me a bit, won't you? I mean you'll talk
it over with her and—"

"My sympathy is entirely with
Miss Castleton," she said from the
doorway. His jaw dropped.

He was still ruminating over the
calculousness of the world in respect to
lovers, when she mounted the stairs
and tapped firmly on Hetty's door.

Hetty Castleton was standing in
the middle of her room when Sara
entered. From her position it was
evident that she had stopped short in
her nervous, excited pacing of the
floor. She was very pale, but there
was a dogged, set expression about
her mouth.

"Come in, dear," she said, in a
manner that showed she had been
expecting the visit. "Have you seen
him?"

Sara closed the door, and then stood
with her back against it, regarding
her agitated friend with serious, com-
passionate eyes.

"Yes. He is terribly upset. It was
a blow to him, Hetty."

"I am sorry for him, Sara. He was
so dreadfully in earnest. But, thank
God, it is over!" She threw back
her head and breathed deeply. "That
horrible, horrible nightmare is ended.
I suppose it had to be. But the mock-
ery of it—think of it, Sara!—the
damnable mockery of it!"

"Poor Leslie!" sighed the other.

"Poor old Leslie!"

(TO BE CONTINUED.)

Dinner Stories

Having proved unsatisfactory, the
waiter was told that his services
would not be required in the restau-
rant after Saturday night. When
Saturday noon came he was in a
reckless mood and ready to "com-
back" at the most valued guest in



the house. Soon he had his oppor-
tunity. "Waiter, confound it, this
steak isn't tender enough," growled
a fat patron. "Not tender enough?"
the waiter snarled. "Whadda y'
speak? What it to jump up and
kiss you?"

A man's animosity toward a polit-
ical opponent is sometimes so bitter
that it does not cease even when the
opponent is dead. A gentleman who
had figured prominently in the his-
tory of his state suddenly came to
the end of a long and useful life. On
the day of the funeral one of the de-
ceased was asked: "Are you going
to attend Mr. —'s funeral today?"
"No," responded the distinguished

"No, I guess not!"

"Not necessarily. If you take it
manfully she may discover a new in-
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lip. "I don't see how I can ever tell

Ayer's Hair Vigor

Glad to know you have used it. Tell
your friends how it stopped your falling
hair and greatly promoted its growth.
Ask Your Doctor.

gentleman deliberately; "but I wish
you to understand I heartily ap-
prove it."

"Why tell her?" she inquired, rising.
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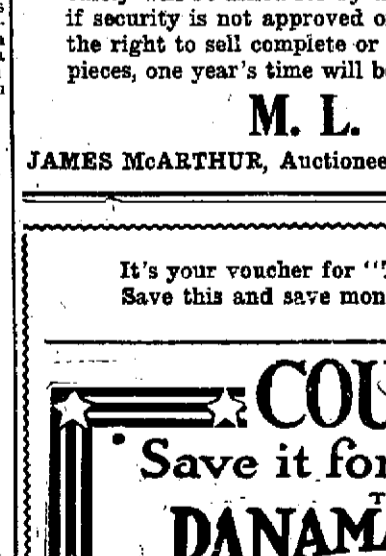
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Glad to know you have used it. Tell
your friends how it stopped your falling
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Ask Your Doctor.

Always Men Enough.
It is seldom hard to find a success-
ful for even a great man—Baltimore
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WANTED—An intelligent, competent woman desires a position where she may work half a day, afternoon preferred. Best of references. Address "Gazette." 2-2-26-11.

WANTED—Position as housekeeper by widow with girl 10 years old. City preferred. Address "Housekeeper," Gazette. 2-2-26-11.

SITUATION WANTED, MALE.

WANTED—Work by a large able-bodied man with large family dependent on him. Molder by trade but will work at anything. Bell phone 1814. 2-2-26-11.

POSITION WANTED—At once. Position in store as clerk by married man, 4 years experience. Willing to start on reasonable salary. Address Gazette 59. 2-2-26-11.

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WANTED—A girl to clerk in store at 136 Corn Exchange. 4-2-28-11.

WANTED—Three experienced stitchers and one girl for general work. Lewis Knitting Co. 4-2-27-11.

WANTED—Girl for general housework. Mrs. W. T. Vankirk, 225 Milton Ave. 4-2-26-11.

WANTED—Girl to assist with housework. 118 South High. Old phone 1279. 4-2-26-11.

WANTED—Kitchen girl. Union Hotel. 4-2-23-101.

WANTED—Immediately. Housekeeper for one man. Two girls, hotel work. Same place. Girls for private homes and hotels. Mrs. E. McCarthy, 522 W. Milwaukee. Both phones. 4-2-26-11.

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WANTED—Man for stock work in down town store. When making application state whether married or single and salary expected. "Gazette." 5-2-28-11.

WANTED—Men to learn the Barber Trade—Thousands have become successful shop owners by our System and send us for our barbers. Prepare now. Few weeks completes. Tools given. Wages while learning. Particulars mailed free. Write Moler Barber College, Milwaukee. 5-2-28-11.

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WANTED—Single man to work in farm by month. Good place to work. State wages expected. Address Box 476, Beloit, Wis. 5-2-16-11.

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HELP WANTED.

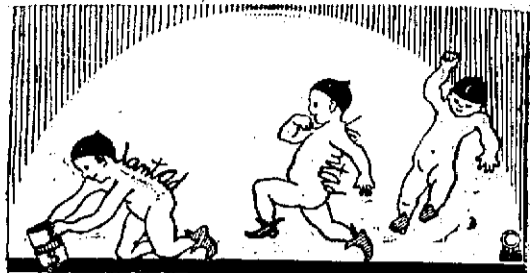
WANTED—Distributors. Men and Women to give away FREE pkgs. perfumed Borax Soap Powder, no money or experience needed. Good pay. H. D. Ward & Company, 19 Institute, Chicago. 4-2-25-11.

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WANTED—Salesman to sell lubricating oils. House and barn paint and specialties. P. H. profits. Champion Refining Co., Cleveland, O. 5-2-28-11.

SALESMAN WANTED—To look after our interest in Rock and adjacent counties. Salary or commission. Address The Harvey Co., Cleveland, O. 5-2-28-11.

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Just phone your WANT to Gazette WANT ADS and leave it to them.

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WANTED—High class traveling salesman to sell pumps, tanks to garages, stores etc. Big money for right man. Milwaukee Tank Works. Milwaukee, Wis. 5-2-26-11.

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HOUSES WANTED.

WANTED TO RENT—House on So. Main with garden spot. Frank Sadler Harness Shop, Court street bridge. 12-2-27-11.

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WANTED TO BUY—A good modern house in Second or Third ward. I have a few clients looking for a good home. What have you? Call me up, either phone or call at 115 Locust St., A. W. Hall. 34-2-24-11.

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WANTED—To work on shares or by the year by a married man. Address 115 No. Jackson street. 6-2-28-11.

WANTED—Dressmaking and all kinds of sewing. 207 South High street. 6-2-28-11.

WANTED—By a young girl, a place to board and room in private family. Address "Place" Gazette. 6-2-27-11.

WANTED: Janesville Weekly Gazette issue of July 23, 1913. Apply at this office.

WANTED—Good work horse, city broke, strictly sound. Broke single or over five or six years. Wanted pair of single bobs. Address "W" Care Gazette. 6-2-17-11.

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FOR RENT—Three or four upstairs rooms, unfurnished. 352 Milton Ave. Bell phone 945. 9-2-28-11.

FURNISHED ROOMS TO RENT

FOR RENT—Pleasant room, furnished, near depot. Lights and fruit. 210 Blue 734. 329 N. Jackson. 3-2-24-11.

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FOR RENT—Four room flat, city and soft water, gas lights and range. Upstairs or down. 326 Cherry street. Phone 391 White. 4-2-26-11.

FOR RENT—Steam-heated flat. S. D. Dodge. 45-2-19-101.

FOR RENT—Flat. T. Macklin. 317 Dodge. 45-2-16-11.

HOUSES FOR RENT.

FOR RENT—House and 5 acres of land, barn, chicken coop, tobacco shed, electric lights and fruit. 210 Blue 734. 329 N. Jackson. 3-2-24-11.

FOR RENT—8 room house, 5th ward, phone Red 265. 11-2-26-11.

FOR RENT—Five-room house, 325 Park St. Inquire Dr. E. E. Goring, 14 So. Main St. 11-2-21-11.

FOR RENT—Eight-room house, 514 N. Terrace street. Inquire Dr. E. E. Goring, 14 So. Main St. 11-2-21-11.

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FOR RENT—Twelve acres of land within city limits, suitable for crops. Dr. Northington, 13 South Main street, Rock County phone 1230. Red. 3-2-28-11.

FOR RENT—Farm, 70 acres, 8 miles east of Janesville. Tom Cunningham, Milton, Route 10. 25-2-27-11.

FOR RENT—Modern four-room flat, ten dollars per month. Mrs. M. E. Woodstock. 45-2-27-11.

FOR RENT—Lower flat at 216 E. Milwaukee street. Newly papered and painted; possession given at once. Inquire of F. P. Smiley. Phone 692 Red. 45-2-27-11.

FOR RENT—5 acres tobacco land on Milwaukee road. Call M. W. Smith, or New phone 66. 38-2-25-11.

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FOR SALE—Or will lease the Transit hotel at Beloit, Wis. Good location. 33 rooms with large dining room. Write J. Reeves, 227 State street, Beloit, Wis. 50-2-26-11.

160 acres of Campbell Co., So. Dakota land for sale on easy terms or rent for cash. 50 acres under cultivation. \$35 per acre. Owner Mrs. C. C. Rowell, Onawa, Iowa. 50-2-25-11.

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FOR RENT—Second floor, 44x86 feet new building on S. Bluff St., back of Myers Theatre, suitable for light manufacturing business. Rent reasonable. Apply Geo. Decker at the Janesville Motor Co. 38-9-17-11.

AUTOMOBILES.

IF YOU WANT to save money on tires, tubes and accessories, SEE STRIMPLE. 15-2-18-11.

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FOR SALE—Second hand upright piano used 4 years; completely overhauled; \$85 cash or payments. A. V. Lytle, both phones. 35-2-26-11.

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FOR SALE—Large walnut bookcase and writing cabinet. Also old fashioned walnut sideboard, hall tree, dining room set, chairs, etc. Call mornings. Mrs. F. C. Burpee, 203 Pleasant street. 16-2-28-11.

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FOR SALE—20 tons marsh hay. Inquire James Connell, Janesville, Rte. 5. Old phone 5033 Black. 13-2-28-11.

FOR SALE—1 steel folding baby carriage in good condition; 1 large dresser, never been used. Old phone 1649. 13-2-27-11.

FOR SALE—Pine kindling, \$1.50 per load. Hardwood, \$2.50 per load. Schaller & McKee Lumber Co. both phones. 13-2-27-11.

FOR SALE—Scratch Tablets. Big size 5 cents. Gazette office. 2-18-11.

FOR SALE—First class cow feed, \$14 per ton. Doty's Mill. 13-1-22-11.

FOR SALE—At St. Joseph's Convent, a new set of Rosary Beads, Gold Chains, Medallions, Statues, Crucifixes and Prayer Books at reasonable prices. 13-12-9-11.

BICYCLE SUPPLIES—Premo Brothers. 13-11-29-11.

FOR SALE—Engraved cards, wedding invitations and announcements engraved and embossed. Stationery produced in the very latest and newest letter designs. We have connections with several engraving services. Call at Black Box Co. 27, Bell 77-4 for Printing Department of the Gazette. 13-12-11.

FOR SALE—Complete map of Rock County, showing all roads, school houses, churches, towns, villages, cities, railroads, farms with number of acres and all information. Printed on strong bond paper, handy size price 25c, or free with a year's advance subscription to the Daily Gazette. 13-12-11.

THE NEW GAZETTE PARCELS

POST MAPS of the United States giving all units and the zones from our unit No. 2253, the most correct map published, are ready for delivery at the Gazette. By paying up back subscriptions and paying for one year in advance for the Daily Gazette, the map will be sent free. The map is regularly sold at \$1.00. Gazette patrons may have it at 25 cents or by mail at 35 cents. 13-12-11.

PAPER TOWELS AND FIXTURES

Sanitary and economical for schools and public buildings, factories, work rooms, etc., indispensable for the kitchen. 25c per roll, \$9 case of 50 rolls. Gazette Printing Dept., Phone 77-4 rings Bell, 27 Rock Co. 13-12-11.

FOR SALE—Heavy Wrapping paper for laying under carpets. Gazette office. 9-27-11.

BOWLING AND BILLIARDS

FOR SALE—New and second-hand bowling alleys and accessories, bar fixtures of all kinds. Easy payments. "WE TRUST THE PEOPLE." The Brunswick-Balke-Coller Co., 275-277-279 West Water street, Milwaukee. 13-1-24-11-31-mo.

REAL ESTATE FOR SALE.

FOR SALE—House, barn and three lots, Second ward. Phone Blue 993. 33-2-28-11.

FOR SALE—On easy terms, 120 acre farm in the rich corn belt of North Western Iowa, 2 1/2 miles from town. Good buildings, \$175 per acre. Cause of selling advanced age. Owner C. C. Rowell, Onawa, Iowa. 33-2-25-11.

FOR SALE—To close estate, dwelling No. 306 N. Academy street, Janesville, Wis. Suitable terms will be granted. F. L. Clemens, executor of the will of Belva Stevens. 33-1-16-11.

MONEY TO LOAN.

MONEY TO LOAN—John L. Fisher, Central Block. 29-2-27-11.

REAL ESTATE LOANS.

MONEY TO LOAN on good real estate security. E. H. Peterson, Attorney, Janesville. 33-2-25-11.

MONEY TO LOAN on real estate security. F. L. Clemens, 295 Jackson Bldg. 5-16-11.

BICYCLES.

HIGH GRADE BICYCLES. C. H. Cox. 48-12-30-11.

PREMO BROTHERS: For bicycles. 48-11-28-11.

FARM IMPLEMENTS.

FOR SALE—Call and see the new John Deere Manure Spreader, Corn Planter and Plovers, Van Brunt Drills, Bemis Tobacco Setters, and a full line of John Deere Machinery. Nitscher Implement Co. 26-2-28-11.

MACHINERY AND TOOLS.

FOR SALE—One 10 H. P. Almo gas line engine. Nitscher Implement Co. 20-12-10-11.

FOR SALE—One 6 H. P. gasoline engine sawing outfit. Nitscher Implement Co. 20-12-16-11.

POULTRY & HOUSEHOLD PETS

FOR SALE—A few choice Hartz Mountains' Canary singers. Cheap to close out. 253 South Franklin St. 22-2-26-11.

HORSES AND CARRIAGES.

FOR SALE—Good work team, 11 and 12 years old; weight 1200 each. Tom Cunningham, Milton, Route 10. 21-2-27-11.

FOR SALE—Team of mares with foal. Also cheap work horse. C. T. Maltby. Bell phone 649. 21-2-27-11.

LIVESTOCK.

FOR SALE—Several Durham bulls, 12 to 18 months old. W. F. Wilcox, third place north of Harmony Town Hall. 21-2-7-8-2-11-e-w-k.

SIX BROOD SOWS FOR SALE—Five Jersey Reds. One Chester White, due to farrow the first part of April. Also 24 pigs 7 weeks old just weaned. These are Jersey Reds, Phone 508 or write Valley View Farm, R. F. D. 4, Whitewater, Wis. 21-2-27-11.

FOR SALE—A few choice young, dual purpose, Short Horn bulls. Aven Rye, Avenon, Wis. 21-2-17-16-11.

LOST AND FOUND.

FOUND—String of gold beads. Owner can obtain same by paying for this ad. Address "Beads" Gazette. 25-2-28-11.

LOST—Child's gold bracelet with 3 small pearls. Finder please return to Gazette office. Liberal reward. 25-2-28-11.

FOUND—Right hand fur mitten. Owner can have same by calling on Levi Ellis, Hanover, Wis., proving and paying for this ad. 25-2-27-11.

LOST—Silver cross from Rosary Beads, between St. Patrick's church and 314 So. Franklin. Reward. 25-2-26-11.

TEAMING.

NOW IS THE TIME to have your ashes taken out of the cellar while the ground is frozen. F. M. Britt, New phone Red 747. 43-2-26-11.

AUCTIONS.

AN AUCTION will be held on the Frank Jackson farm, three miles southwest of Edgerton, on Wednesday, March 4th, commencing at 10 o'clock in the forenoon. Four head of horses, 11 head of cattle and a lot of good farm machinery, grain, etc., will be offered for sale. Lunch at noon. W. T. Dooley, auctioneer. 54-2-27-11.

MISCELLANEOUS.

STORY OF MEXICO—New Epoch Making Book. Thrilling, Sensational, Timely, Low Price. Sells on sight. Big Terms. Sample Book Free. Act Quickly. Universal Book Co., Philadelphia. 27-1-31-Sat-&Wedst.

DON'T BUY your automobile casings until you SEE STRIMPLE. 27-2-18-11.

IVER-JOHNSON BICYCLES—Premo Bros. 1-20-11.

OXY ACETYLENE WELDING—Welds any kind of metal; automobile and store parts a specialty. Bring your work here; satisfaction guaranteed. F. B. Burton, 11 No. Jackson St. Both phones. 27-1-2-11.

WANTED—Hay to bale. Nitscher Implement Co. 27-12-15-11.

ASHES HAULED—Henry Kaylor, New phone Blue 797. 27-11-13-11.

NOTICE TO THE PUBLIC.

Janesville, Wis., Feb. 27, 1914.

From this date I will not be in any way responsible for any debts or contracts made by Charles H. Harris, formerly of the Ideal Chemical Co., No. 70 Park street. I will continue the business as before and will guarantee to give good satisfaction. (Signed) E. S. Horne, Ideal Chemical Works, Janesville, Wis. 27-2-27-11.

Professional Cards

DR. JAMES MILLS, SPECIALIST

Eye, Ear, Nose and Throat

Glasses Properly Fitted.

DR. EDITH BARTLETT

PHYSICIAN AND SURGEON

Office hours: 1 p. m. to 5 p. m.

Both phones in office. Residence phone 973.

For Sale or Exchange

7-room house in First Ward, city and water, bath, good yard, garden and barn.

F. J. BLAIR

Both phones. Hayes Block.

THOS. M. RAFTER

General Auctioneer

"Have pleased others and can please you."

Prop. West Side Hitch Barn.

Janesville, Wis. Res. 1804.

J. E. KENNEDY

Real Estate, Loans and Fire Insurance, Western Farm Lands

A Specialty.

SUTHERLAND BLOCK.

Janesville, Wis.

Why Lawyers Flourish.

A couple of lawyers can sit and ponder for months and then wake up and do exactly what their clients—governed by a reasonable amount of common sense—can accomplish in just three minutes, if they want to, but they hardly ever want to.

WANTED

Buyer for a well located creamery in Rock County.

SCOTT & JONES

E. T. FISH